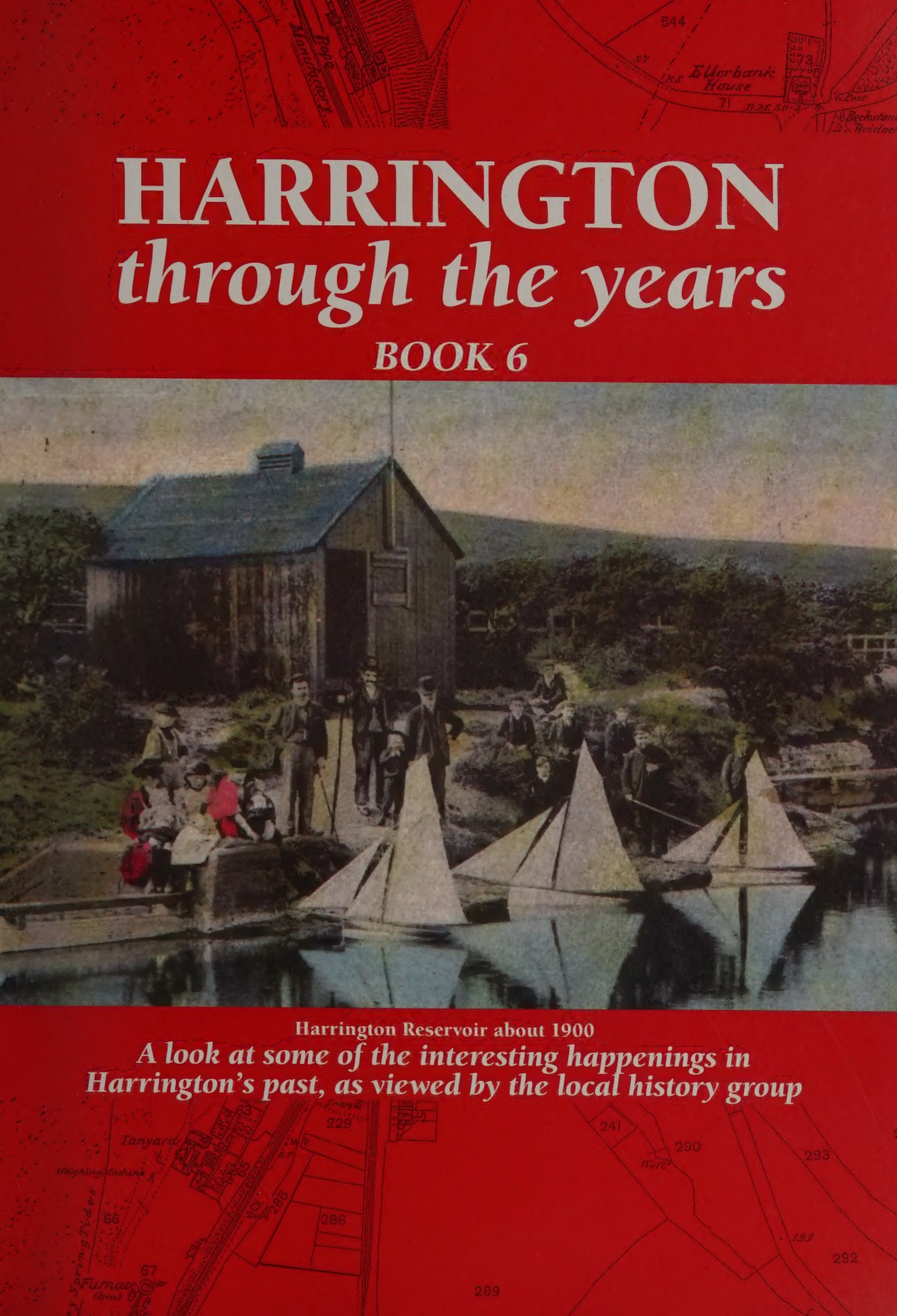


A historical map of the Harrington area is visible in the background, showing streets like 'Popes Lane' and 'Moor Lane', and landmarks such as 'Ellerbank House' and 'Beckham's Bridge'.

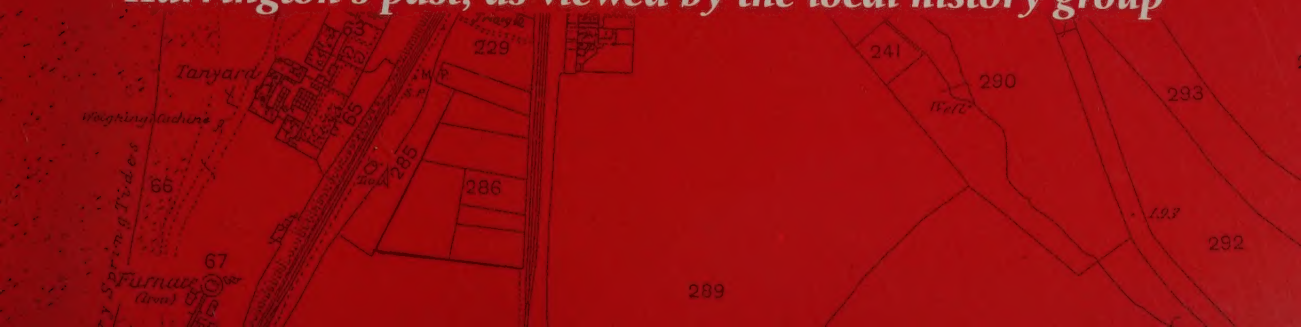
HARRINGTON *through the years*

BOOK 6



Harrington Reservoir about 1900

*A look at some of the interesting happenings in
Harrington's past, as viewed by the local history group*





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All the folk who have been kind enough to let us use their submitted articles and photographs.

John Deeprise

Dennis Irwin

Neil Scarrow

Barbara Phillips-Kerr

Foreword

This is the sixth book in the series "Harrington through the years". We have used a similar format and again used photos and articles submitted, trying to connect these with those in previous books.

Harrington History Group Members:

Audrey Armstrong

Ruth Banks

Chris Brown

Bill Currie

Frank Delaney

Sally Dickinson

Margaret Doran

Alastair Duncan

Joyce Foster

Ken Holmes

Geoff Johnstone

Eric and Grace Kendall

Jack Lancaster

Bob Leech

Joyce Robinson

Website

We now have our own website at **www.harringtonhistorygroup.co.uk** where we can be contacted if you have any comments, suggestions, photos or other material, or memories to share with us.

From the site you can order previous books or browse the Harrington Photographic Archive.



Was There a Synagogue in Harrington? Or was it the Israel Tent of the Rechabites?

This is a question that we have been asked numerous times. We have looked at old maps, old directories and found Presbyterians, Methodists, Wesleyans, Roman Catholics, Church of England and the Salvation Army but never a synagogue - until we were looking at the microfilm we have obtained of the Solway Pilot.

The Solway Pilot was a Harrington based newspaper published between 1880 and 1891. In an issue of the Pilot we found the following article, which was at first interesting because of the name of the person mentioned in the article. The article was "The Death of Captain Cottier" and if you have read our previous books, Edward Cottier wrote an article "A Yank Comes to Harrington", so we took note of this to provide Edward with more information about his family. The article is as follows -

Saturday May 23rd 1891

Death of Captain W. Cottier

Captain W. Cottier died at his residence at Harrington on Saturday morning last. He was a native of Harrington and served his apprenticeship to the sea which he followed until the new order of shipping replaced the old and about 14 years ago. While he was still at sea, he was appointed assistant overseer of the parish, which office he held until the 24th Sept last when owing to ill health he resigned, As a rate collector he was very successful and earned the goodwill of all with whom he came in contact.

He leaves a widow and a grown up family.

One of his sons was the commander of the Atlantic liner Oregon which was sunk a few years ago off New York. The funeral took place on Tuesday afternoon and was largely attended.

The members of the "Israel" tent of the Rechabites (of which the deceased was a member for many years) walked in procession of the Order, The funeral service (in the absence of the Rev. A. F. Curwen) was conducted by the Rev A. Mence (curate, Westfield) and the Rev. T.R.. Pickering (Wesleyan Minister, Harrington)

The sentence including "Israel Tent of the Rechabites" made us wonder if this is the source of the thinking that there was a Jewish community in Harrington. We did a little research on the Rechabites in Harrington and found that 37 Moorclose Road is known as Rechabite house in the memory of our older residents. A Mr. Ellwood was secretary and Mr. White was the auditor.

We carried out further research on the Rechabites and found that they were in fact a "friendly society", the first "Tent" being established in 1835 in Salford. Many "friendly societies" or "mutual aid societies" were established in the early 19th century as there was no "dole" or National Health Service, so people paid regular subscriptions to one of these societies so they would have some financial support when times were hard.



The Rechabite House in Moorclose Road
(which was later the Labour Exchange)

In the 18th century there had been “harmonious clubs” which were primarily drinking clubs run by innkeepers or pub landlords where at first when someone was in need they passed round a hat for donations to be made and later regular subscriptions were introduced.

The International Order of Rechabites were formed as a temperance society as well a mutual aid society to help fight the problems of drink.

They had no connection with Israel or the Jewish people other than they took their name from a biblical tribe whose leader Jonadab, son of Recab, commanded them not to drink wine.

There are some similarities between Rechabite tents and Masonic lodges in their structures, titles, regalia, induction ceremonies and rituals. In both societies dedicated members work their way upwards from stewards through the various levels.

The Rechabite Friendly Society Ltd is still in existence today as an insurance and pension fund company and is based in Manchester



125 17 115

Independent Order of
RECHABITES.

High Shields Tent,
No. 179.
Meets every alternate Tuesday
in the Schoolroom next to
Presbyterian Church,
Ingham Street, South Shields,
AT 7-30 P.M.
No Money taken after 8-30.

Secretary—
JOS. WILLIS,
37, Brinkburn Terrace,
South Shields.

W. S. Alcock, Printer, Mill Lane, South Shields.

PAYMENTS, &c.

Any Brother neglecting to pay his contributions and fines until he is indebted to his Tent to the amount of Sixteen Weeks' Contributions, shall be suspended from all benefits; and any Brother falling sick during such suspension shall not be allowed to pay his arrears until he be well and able to follow his employment for the space of four weeks.

MEMBERS REMOVING.

“Any member changing his residence to another locality shall notify the Tent Secretary within fourteen days or be fined threepence, and should he neglect to do so for other fourteen days, the fine shall be doubled.”
Rule 43, page 24.



A Royal Wedding Reunion

No celebration of the Royal Wedding can have been more enjoyable than the over 80's Reunion. Everyone looked so young and well and so smart, no-one would have believed the guests octogenarians. By 3.15 everyone was reminiscing and thrilled to meet friends they hadn't seen for 60 years!

Isaac Armstrong welcomed the guests and explained how our society originated. Muriel Dover (Bell) called the register to find out who'd played truant and to let them hear names so they would realise who was present. Alfred Millican said Grace and a sumptuous tea was enjoyed. (Unfortunately it was too lavish).

Beckstone Hotel
July 28th 1981
Former Scholars of
the 3 Harrington
Schools aged 80 this
year.
Tea to celebrate
the marriage of H.R.H.
Prince Charles to Lady
Diana Spencer.

A special welcome was given to Mrs Taggart (formerly Nurse Richmond) who had been invited as a special guest as a tribute to all the "slavery" she endured as our District Nurse, especially during the Depression of the 1920's and 30's.

Betty Thirlwall (Potts), accompanied by Bessie Johnston on the electric organ, sang "The Lights of Home" and Muriel Dover (Bell) told a dialect story of a little girl attending school in Newlands over 100 years ago.

Jos. McIntyre sang "Thora" and John Higgins (over 90) danced two waltzes with Betty Potts. How he enjoyed himself!

Brian Nutter kindly worked the Episcopes showing Mr Dover's collection of photos of old Harrington. Unfortunately, we kept one photo of a school group too long under the heat and it melted and stuck to the glass, so we had to abandon the show. However several members were tired and ready for home, others could have sat on for hours.

Alfred Millican gave a vote of thanks (also £3 donation). Molly Graham gave £5. She and Hannah Ellwood bought a pamphlet paying £1 each (cost 60p) so 80p to the fund.

Each guest was presented with a Royal Wedding Crown piece. The "Times & Star" photographer took groups as did Brian Graham (a young friend of Mr. Dover). The treasurer kindly acted as Secretary while I was on holiday, collecting names etc. before the occasion.

This account was written by Muriel Dover, secretary of the Friends and Scholars of Harrington Schools and the book was signed by those present

Charles Townsend
 Mary Townsend (Shawstone)
 M. A. White (Richardson Miss)
 J. Brockbank
 American (Cockermouth)
 Mrs. S. Inglis (Sally Gibson)
 Mrs. Mossop (Jane Riddick) Distington
 Mrs. Keen (Tamar Armstrong, Distington)
 Miss Williamson (Anne Frodab)
 Mrs. R. Pattinson nee Caine (Lindal)
 Agnes L. Roe
 Mary Mildred (Mellor) (Ulverston)
 Mrs. McAllister (Maria BELLA) (Maryport)
 Mrs. E. G. T. M. A. & Bell
 Mrs. A. Wallington & Bell
 Harry Tyson
 Frank Loderwood
 Maud Mitchell nee M. Porter
 Mrs. Mulligan (Jenny Mullin)
 Mrs. Lightfoot Hannah Ellwood (Hayton)
 Chas. Rothery (Hensingham)
 Ethel Rothery (Ethel Wilson)
 J. J. Doyle
 Jimmy White

Miss Broadbent
 L. Murphy
 V. E. White (Gill)
 Lily Graham (Horton) nee Young
 Lena Graham (Mrs. Blain) Kirby Chapel
 Crosby Gaskell
 Miss Molly Graham (Cockermouth)
 Mrs. G. B. Jaggart (Richmond) See next page
 E. Carter (Lizzie Baray)
 John J. Higgins
 Nigel Dore (Sec)
 J. Armstrong (Chairman)
 Jack Cole (Committee)
 E. Broadwell (Treasurer)
 Mrs. Potts n-B. Thirlwall Committee

Bye-Laws

made by the Local Board for the District of Harrington acting as the Urban Sanitary Authority in 1892.

Footways and Pavements

The occupier of any premises fronting, adjoining or abutting on any street shall, once at least in every day, Sundays excepted, cleanse the footways and pavements adjoining such premises.

Every person who shall offend against the foregoing bye-law shall be liable for every such offence to a penalty of five pounds.

Nuisances

The occupier of any premises who shall remove or cause to be removed any filth, dust, ashes or rubbish produced upon his premises shall not, in the process of removal, deposit such filth, dust, ashes or rubbish to be deposited upon any footway, pavement or carriageway.

The occupier of any premises shall not keep any swine or deposit any swine's dung within the distance of seventy feet from any dwelling house, or in such a situation, or in such a manner as to pollute any water supplied for use or used or likely to be used by man for drinking or domestic purposes or for manufacturing drinks for the use of man, or any water used, or likely to be used in any dairy.

Every occupier of a building or premises wherein or whereon any horse or other beast of draught or burden or any cattle or swine may be kept shall provide in connexion with such building or premises a suitable receptacle for dung, manure, soil, filth or other offensive or noxious matter which may, from time to time, be produced in the keeping of such animal in such building, or upon such premises.

Every person who shall offend against the foregoing bye-law shall be liable for every such offence to a penalty of five pounds and in the case of a continuing offence to a further penalty of twenty shillings for each day after written notice from the Sanitary Authority.

Common Lodging Houses

Every keeper of a common lodging house shall cause all bedclothes and bedding, and every bedstead used in such house, to be thoroughly cleansed, from time to time, as often as shall be requisite.

Every keeper of a common lodging house shall cause all solid or liquid filth or refuse to be removed once at least in every day before the hour of ten in the forenoon from every room in such house, and shall once at least in every day cause every vessel, utensil or other receptacle for such filth or refuse be thoroughly cleansed

Every keeper of a common lodging house shall cause every earth-closet or privy belonging to such house, and every receptacle for filth provided or used in or in connexion with such earth-closet or privy to be maintained at all times in good order and in a wholesome condition.

Every keeper of a common lodging house shall cause the bed-clothes of every bed in such house to be removed from such bed as soon as conveniently may be after such bed shall have been vacated by any lodger, and shall cause all such bed-clothes and the bed from which such clothes may have been removed to be freely exposed to the air for *one hour* at least in the forenoon or for *one hour* at least in the afternoon of every day.

A keeper of a common lodging house shall not cause or suffer any lodger to occupy any bed in such house at any time within the period of *eight hours* after such bed shall have been vacated by the last preceding occupant thereof.

The Bombardment of Lowca in 1915

*On August sixteenth old Kaiser Bill
Said to his men, now prove your skill
And try to reach the Cumberland coast,
The feat of which I'd like to boast.*

*The Kaiser's word they did obey
And fired away in Parton Bay.
With shot and shell they done their best
To put the Lowca works to rest.*

*The damage done was not so much,
The Benzol Plant they did not touch.
One shell fell here, another there,
Which gave the workmen quite a scare.*

*The inhabitants too grew much alarmed
Because this port is still unarmed,
This opportunity the enemy seized
And rained the shells just where he pleased.*

*Two shells went through a cottage home,
The father shouts "a German bomb".
The children then rushed out like bees
And joined the Lowca refugees.*

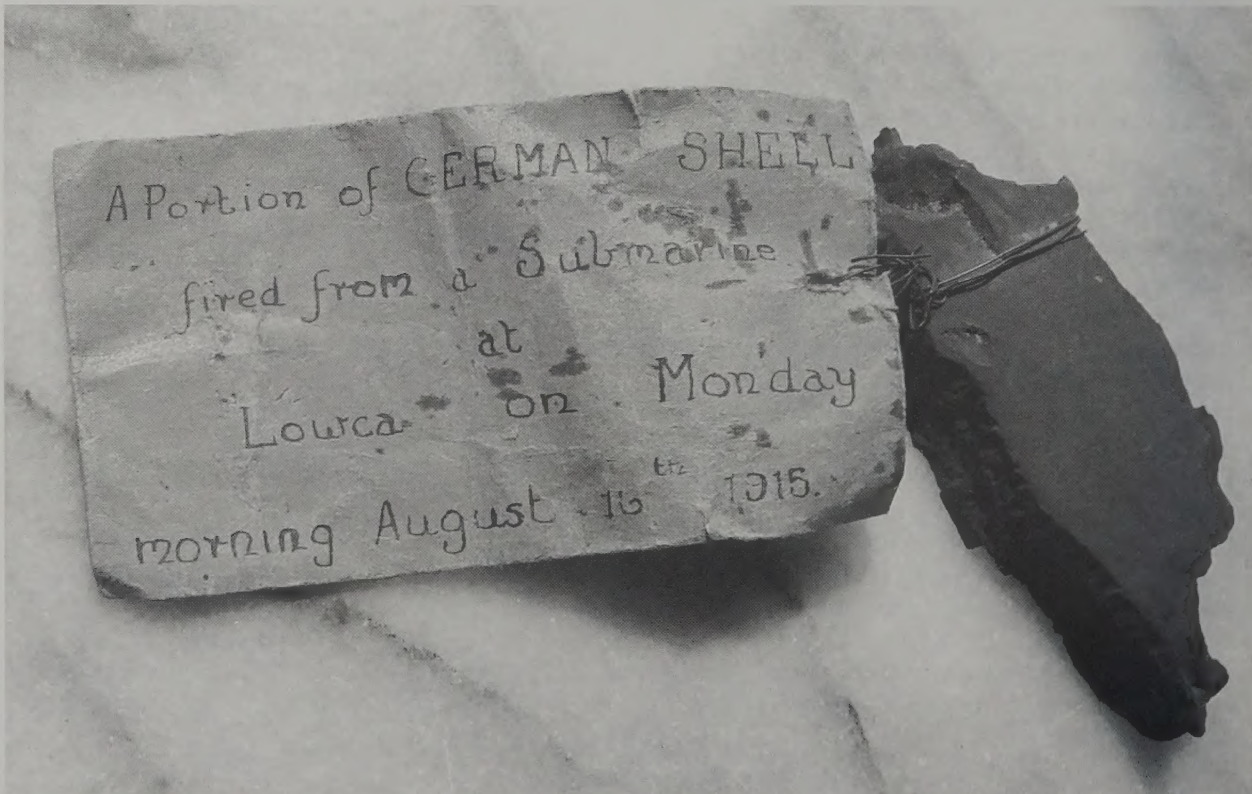
*The submarine then made it's way
Across the dub from Parton Bay
To find some other defenceless port
Where German fiends could have their sport.*

*Remember Bill the time will come
When we'll have thee beneath our thumb
And thou wilt wish thou had'st never been born
For we'll treat thee with the utmost scorn.*

*Thy barbarous deeds and acts are such
We could not punish thee too much.
Don't ask from us to be forgiven
The most fiendish villain under heaven.*

The above was composed by Mr. Jos. Holmes of Siddick who, at the time of the bombardment, was Station-master at Lowca.

The bombardment was on August 16th 1915 and the only casualty was - one dog.



Joe Moore (Joe White) 1869 – 1936

My grandfather, Joe Moore, was born in Harrington in May 1869. His family had lived within a 10 mile radius for at least three generations. His mother was from Hensingham and his father was born at Eskin, a farm cottage on the hillside above Wythop Mill.



Joe was one of 10 children, nine boys and a girl. The family lived in The Hollins, two rows of cottages either side of a lane.

Only one house remains, still lived in by members of the Bell family, but some of the original old stone walls can still be seen through the grass.

Joe and his brother Robert worked on the railways as locomotive stokers, their eldest brother Isaac was a locomotive fireman and their father Joseph was a platelayer.

When their mother Margaret died, their father moved to live close to his eldest son Isaac (Ike) on Eller Bank, but Joe didn't stay in Harrington. He had a particular talent for running which was to take him out of Cumberland and allowed him to earn a living



Joe Moore / Joe White

doing something he loved. Joe was heavily involved in what was the forerunner of professional athletics, known as pedestrianism.

At first, it was the gentry who, for wagers, entered their servants in cross country races. In the mid to late 19th century pedestrianism reached its height, with the power and influence moving to the working classes.

Athletes were working men, drawn from the mines, steel foundries and heavy engineering works. Business was conducted out of the back rooms of pubs and the runners would race on cinder tracks to gain their prize money.

Top runners would compete under professional names and my grandfather Joe Moore became known as Joe White.

By 1901, when Joe was 32, he was lodging with his brother Robert at their cousin's home in the Elswick district of Newcastle on the banks of the Tyne. Whilst his brother and cousin were working in heavy engineering, probably in the Armstrong Vickers yard, Joe was living on the prize money he won in races. Some of the 'purses' could be as much as £50.

Newcastle and Gateshead were regarded at the time as great centres not only for local, but national pedestrians or 'peds'. Joe was a sprinter and travelled all over the country competing in races, including the famous Powderhall Races in Scotland.

In his late thirties, Joe was offered a job as trainer at Salford Rugby Football Club. In the 1913/14 season, with Joe as trainer, against all the odds (the team only had 13 players), Salford won the Northern Rugby League Championship.



Joe was presented with a gold championship medal paid for by the Club's supporters for his help in keeping the team fit. He was a great champion of athletics and was heavily involved in the formation of the Salford Athletics and Cycling Club in 1908.

Salford Rugby Football Club ground became its headquarters and Joe was one of its first officials. A newspaper article written at the time about one of Salford's schoolboy athletics champions, Walter Strangeley, describes how the boy was '*taken under the wing of Joe White who taught him the art of quick starting, before the lad became the AAA sprint champion and Olympic runner.*' Joe also trained the Dock Police Athletics Club.

In his mid-forties Joe met and married my grandmother Nell. How they met is a mystery, but they were married in Bristol (my grandmother's home) in January 1915. Much older than my grandmother, Joe was by all accounts a charismatic figure and family testimony suggests that the marriage was a very happy one.

The couple rented a terraced house owned by Salford Rugby Club and there they had three children, my father Charles, his older brother William and their younger sister Rita. Rita remembers on Saturday afternoons at half-time taking jugs of tea through a gate that led from the back yard of the house onto the rugby ground.

Tragically, in 1930, aged 39, Nell died of Tuberculosis. Her children were then aged 10, 12 and 15. Joe kept the family together and was a good father. Joe was devoted to Nell and was heartbroken. He died six years later, in 1936, aged 66.

Joe died before any of his grandchildren were born, and we knew very little about him or his family until I started to do this research. When they hear Joe's story, people ask me whether I'm a runner. I'm not, but my brother is. He has been a talented runner and sportsman all his life and at the age of 60, he recently ran in the Monaco 10k road race, completing it in under an hour. His grandfather would have been delighted.

Barbara Phillips-Kerr (nee Moore)

Newcastle upon Tyne
April 2007

ACKNOWLEDGEMENTS

My thanks to Chris Brown of the Harrington Local History Group for all his help with my research and for his kindness during my visit to Harrington.



Chris & Barbara visit The Hollins in 2006

SOURCES

1841 – 1901 census records www.ancestry.co.uk
BMD index (Births, Marriages, Deaths 1837 – to date) www.ancestry.co.uk
Harrington parish registers (Baptisms), Whitehaven Records Office
Memories of Harrington by members of the Harrington Oral History Society
The Boys in Red, Elswick Harriers 1889-1989 by Nick Murray
Popular Athletics on Victorian Tyneside by Don Watson

B.S.M. Charles Proud MM of Harrington



Workington Star April 14th 1950

The death occurred on Friday, March 31, of Battery Sergeant Major Charles Proud of 42 Church Road, Harrington, at Dunstan Hill Pension Hospital, Gateshead, where he was undergoing medical treatment for total physical disablement, the result of multiple wounds of the back received at Benghazi on 23rd December 1941.

He joined the 203 Field Battery, 51st Regt. R.A., T.A., Whitehaven, as a gunner in 1927. At the outbreak of war he held the rank of Sergeant and went overseas with the regiment. He served in the Norwegian campaign and in 1940 went to the Middle East, where he served in the Western Desert. He was in Tobruk during the early part of the siege and when relieved was posted as Sgt. Major to the 307 Field Battery. The regiment was soon in action again, when he was severely wounded in one of the many tank attacks.

For the gallant part he played B.S.M. Proud was awarded the Military Medal. He was greatly respected and well liked by the Officers and Gunners with whom he served.

He was also a member of the Colliery Rescue and Aid Service and was active at the Haig and Harrington Colliery explosions. He was a keen St. John Ambulance-man and was

hon. Secretary of the Harrington Ambulance Class for several years. Whenever serious accidents occurred at the local collieries B.S.M. Proud was ever ready to risk his life for his fellow men.

The funeral took place at Harrington, where a service was conducted by the Rector, the Rev. Dr. M. J. Roberts, with Mr. Mitchinson as organist. Mrs. Proud and his daughter Nurse Proud, Mr. and Mrs. Proud snr., brothers and sisters, together with a large number of friends and neighbours were present. The remains, covered with the Union Jack, were reverently laid to rest by the Gunners and Ambulance-men present. "Ubique".

The Citation of Sgt. Proud's Military Medal reads as follows -

At BEDA FOMM on 23.12.41 Sgt. Proud was the No. 1 of one of the guns of "A" Troop, 370 Fd. Bty. RA. The troop was attacked by about 30 enemy tanks at dawn and suffered very heavy casualties, all the guns being destroyed and 35 casualties to personnel. Sgt. Proud's gun received a direct hit which knocked out the whole of the detachment with the exception of another NCO and himself. In spite of the fact that Sgt. Proud was badly wounded, he and the NCO continued to fire the gun until Sgt Proud collapsed. Sgt. Proud was evacuated from the position and while being evacuated was again wounded. Sgt. Proud's gun was the last gun to remain firing.

During the whole of this campaign Sgt. Proud has been an outstanding example to his men. His devotion to duty and his personal courage have been exceptional and his services well merit recognition.



Harrington Public Houses

By Dennis Irwin

When Chris Brown asked me to provide some information on public houses to include in a Harrington History Group publication I had been researching this subject for seven years. Based in Carlisle I first came to Harrington in 2000 – 2001 armed with my lists and a camera, only to find the main area where they stood had been demolished, save for the former “Ship” standing alone like a sentinel looking out to the sea.

Shipbuilding, shipping and fishing, along with several industries, for a period of over 240 years flourished around the harbour area and High Harrington coal and ore mining demanded many outlets for ale or spirits.



The Galloping Horse

I have consulted trade directories and census returns held in Carlisle library along with a few newspaper snippets provided by colleagues working on their own aspects of Cumbrian history.

By bringing them together we can get a picture of the number of inns, beer houses etc with their landlords and landladies serving customers from all walks of life.

Two directories of Cumberland 1780-1790 give shipping lists with no mention of Inns. I am sure that many ship owners and mariners either owned or were landlords, as some census returns show that they were absent or at sea on census day, with wives given as the licensee and many landlords also had a trade such as blacksmiths, carpenters etc.

The Cumberland Pacquet of 1795 mentions three licensees but with no inn names attributed to them. They are – John Craig, Peter Usher and a Mr. Barnes.

The same newspaper mentions the “Seven Stars” with Richard Piper as innkeeper and again in 1802 and 1805 with Hannah Piper as landlady. The “Seven Stars” may have changed it’s name as it does not appear in the early directories of the 1820 period.

Jollies 1811 directory lists nine inns with licensees –

“Anchor” – Mary Charters,	“Globe” – John Huddart,	“Horse and Jockey” – C. Millar
“Lion and Lamb” - D. Hayton,	“Lord Nelson” – T. Cook,	“Queen’s Head” – W. Corley
“Royal Oak” – P. Keay,	“Ship” – Pierce,	“Shoulder of Mutton” – M. Mirehouse.

Plus five innkeepers with no inn names – J. Fearon, E. Johnston, R. Stott, S. Westray and S. McMecking.

Two directories published in 1829 give some differences and were probably collated at least a year earlier – Pigot & Co 1829 and Parson & White 1829. Also Pigot & Co published a further directory in 1834 and by putting these together we can at least see a picture emerging of the main inns of Harrington –

“Anchor” – Henry Millward,	“Beehive” - Joseph Sprott,
“Blue Bell” – Ann Dixon,	“Board” – Nicholas Williamson,
“Buck” – Hannah Westray,	“Black Horse” – James Sarjeant,
“George and Dragon” – Peter Edgar,	“Crown” (Rosehill) – Elizabeth Scarrow,

"Globe" - John Huddart 1829, Joseph Carr 1834,
 "Globe" - Hannah Lindsay,
 "Golden Lion" - Jane Barnes 1829 John Smith 1834,
 "Queen's Head" - Jané Little,
 "Horse and Jockey" (later the Galloping Horse) - John Head 1833, Phoebe Head 1834
 "Sailors Return" - James Wilkinson 1829, Daniel Fisher 1834
 "Sailors Return" (beerhouse) - Sarah Hayston
 "Ship" (Quay) - Ann Westray then Ann Pierce
 "Ship" (West Gill) - Thomas Thwaite
 "Ship Launch" (North Side) Jonathon Jenkinson
 "Ship Launch" (Stanley Square) - John Blair
 Wine & Spirits (Rosehill) William Brough



The Francis Family outside the Galloping Horse

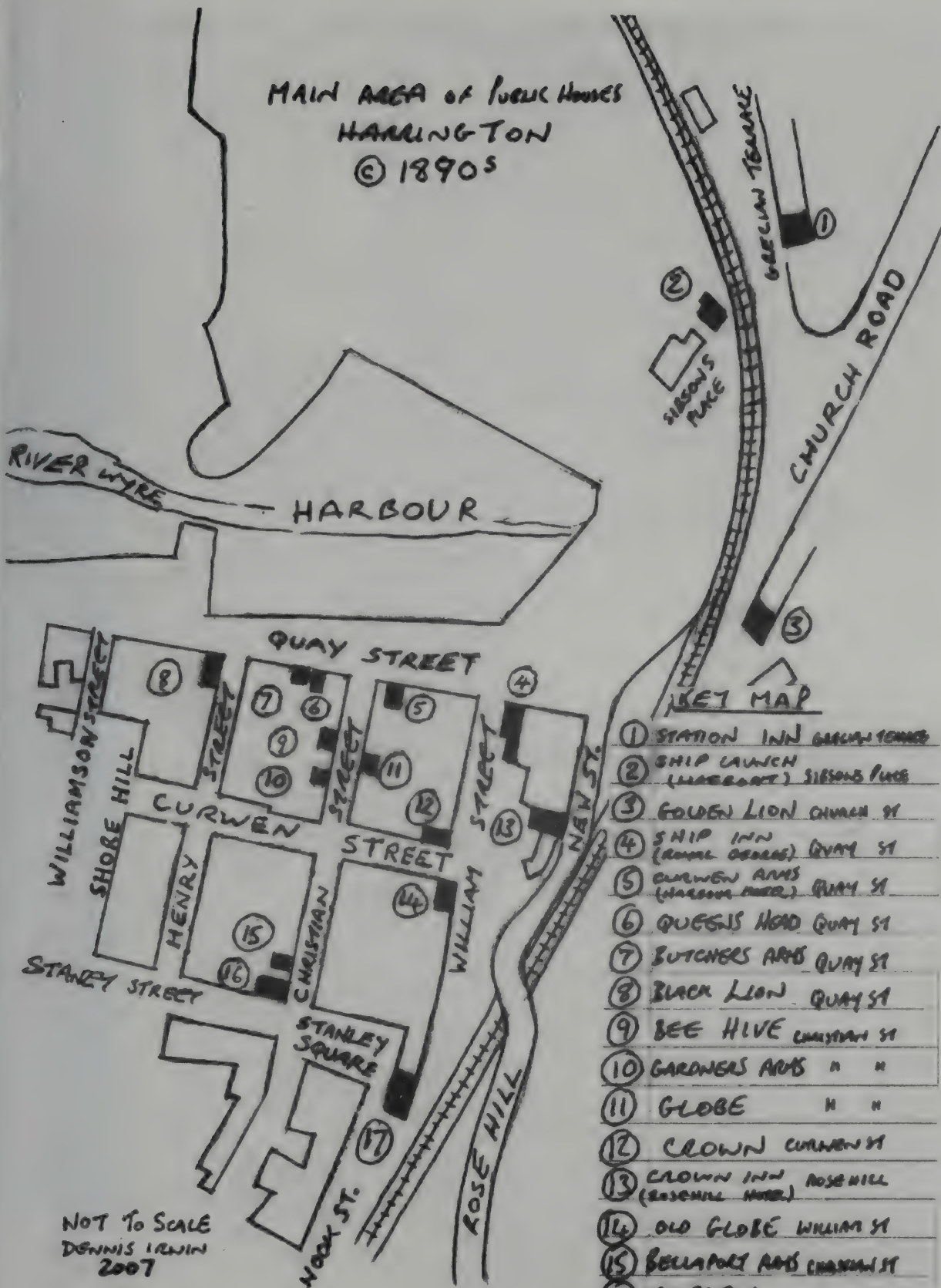
The census of 1841 does not give street names, only areas of Harrington, but does name three inns on the margin -

"Crown" (Rosehill),
 "George & Dragon" (Beckstones)
 "Ship Launch" (Square)

Two directories were published in the 1840's - Mannix & Whelan in 1847 and Slaters in 1848. Note: there is some evidence that Slaters was compiled before Mannix

"Anchor" - Henry Millward,
 "Bee Hive" - Henry Millward
 "Black Lion" - Daniel Fisher (Sail maker) & Ann Fisher,
 "Board" - John Wilson,
 "Crown" - Thomas Hornsby,
 "Crown Inn" (Rosehill) - Isaac Salkeld 1841 John Young 1847
 "Curwen Arms" (Quay) - Anne Taggart 1841 Thomas Taggart 1847
 "Galloping Horse" - Samuel and Ann Ravenscroft
 "George and Dragon" Beckstones - James & Ann Bell 1841 Thomas Bell 1847
 "Golden Lion" - Mary Ward 1841 Jane Musgrave 1847
 "Globe" - John Simon,
 "Globe" - Hannah Lindsay
 "Globe" - Jane Huddart 1841 William S. Steele 1847
 "Golden Lion" - Mary Ward 1841 Jane Musgrave 1847
 "Horse and Plough" (Stocks Hill) - Andrew Dempster,
 "Queens Head" (Quay) - James & Ruth Williamson
 "Royal George" - Anne Pierce 1841 Hannah Lindsay 1847
 "Royal Oak" - John Fisher
 "Sailors Return" (Beer house) - William and Jane Broadbent,
 "Ship" (West gill) - Thomas & Mary Thwaite
 "Ship" (Lowca Brow) - John & Isabella English 1841 Joseph Wilson 1847
 "Ship Launch" (Quay - North Side) - Jane Musgrave 1841 Anthony Harrison and Robert Barnes 1847
 "Ship Launch" (Square) - John & Ann Blair

MAIN AREA OF PUBLIC HOUSES
HARRINGTON
© 1890s



NOT TO SCALE
DENNIS IRWIN
2007

The census of 1851 gives for the first time street names which helps to locate some of the inns etc.

The following schedule, using information from this and subsequent directories or census records, lists all the pubs, inns and hotels with the name of the landlord or landlady from the year they are first recorded. Note there is a gap in directories between 1939 and 1954.

The map reference numbers are shown to aid location on the map.

A few pubs fall outside the scope of the map -

The Galloping Horse, Brewery House, the Horse & Plough, the George and Dragon, the Ship at West Gill, the Ship at Lowca brow, a Beerhouse in Curwen Street and a Beerhouse at Rosehill.

Albion Christian Street (16)

1871 William Lancaster
1881 Isabella Adams
1882 Mary Newton
1883 John and Hannah Graham
1921 John N. Graham

Bee Hive Christian Street (9)

1855 John Blair
1869 Thomas Dalglish
1871 Henry & Mary Ann Wilson
1879 Robert & Elizabeth Tinkler
1882 Peter O'Reilly
1883 Patrick & Ann Duffy
1894 Patrick Hillard
1894 William Corry (temporary)
1897 Patrick Towner
1900 Sarah McMullen
1934 Daniel Sutcliffe
1938 Mary A. Sibald
1954 James Young

Beerhouse Christian Street (15)

(later **Bellaport Arms**)

1873 Mary Nixon
1879 Robert & Mary McKee
1883 John Shannon
1894 Arthur McMullen

Bellaport Arms Christian Street (15)

1900 Arthur McMullen
1906 William Higgins

Beerhouse Curwen Street

1894 Ann Storey

Black Lion Quay Street - (8)

1851 Daniel and Ann Fisher
1873 Joseph Pierce
1891 Hamilton & Elizabeth Dougherty
1906 John Pierce
1914 George Waters
1954 Alexander Hodgson



The Albion in Christian Street

Brewery House Main Road

1899 John & Mary Salkeld
1906 John Hardon
1921 Jane Hardon
1925 Matthew Dent Bertram
1934 Albert Dawson
1954 M. Dawson

Butcher's Arms Quay Street (7)

1871 Eleanor Dalzell
1873 John Dixon
1881 John & Jane Cook
1882 John Graham
1883 Pearson Harrison
1899 John & Hannah Connell

Crown Inn Rose Hill (13)

(Later the **Rose Hill Hotel**)

1851 Sarah Brough
1858 Elizabeth Morley

Crown Curwen Street /William Street (12)

1851 Thomas & Sarah Horn
1855 Thomas Clarke
1861 Mary Thompson
1869 Joseph Richardson
1879 George Sandwith
1881 John & Mary Ellen Chester
1891 Sarah Owen
1897 Mary Newton
1899 John Toner (temporary)
1899 John Williamson
1900 Joseph & Rachel Wilkinson
1906 Rose Harrison
1910 Minnie Carver
1914 Margaret Paisley
1921 John Joseph Brown
1934 Llewellyn Douglas

Curwen Arms Quay Street (5)

1851 Thomas & Ann Taggart
1855 Joseph Crosthwaite
1858 John & Ann Blair
1876 Hannah Douglas
1879 Nelson & Hannah Holiday
1883 William & Margaret Harding

Galloping Horse Smithy Green (Main Road)

1851 Samuel & Ann Ravencroft
1858 Isaac Wilson
1871 William & Fane Herbert
1873 Richard & Martha Harkness
1901 Martha Harkness
1910 Samuel Cox
1921 Helen Cox



1934 William Chester Plummer

1954 Harry Gorst

Gardeners Arms Christian Street (10)

1871 Isaac & Jane Bragg

1876 Sarah Snaith

1879 Joseph Hedley

1881 Isaac Harper

1881 Mary McAll

1883 James Bell

1891 William & Catherine Trainor

1894 James & Mary Cartner

1914 Emma Dougherty

George & Dragon Church Road

1851 Jane Mounsey

1855 John Armstrong

1858 John Fallows

1860 Lawford Cole

1861 William Steele

1869 Eleanor Coid

1876 Isaac Bragg

1879 Mary Nixon

1906 John & Francis Kenley

1925 Florence Bayman

1934 Beatrice Rollinson

1938 Edith Constable

1954 D. Constable



Globe (Old) William Street/Curwen Street (14)

1851 William and Dinah Steele

1860 Robertson & Elizabeth Porter

1876 Isaac Southward

1879 John McMullen

1882 Matthew Barclay

1883 John McGeean

1891 James & Jane Hanlon

1894 John Williamson

1901 Helen Williamson

1906 John Hays

Globe Christian Street (11)

1851 Anne Jackson

1855 Isaac Howe

1861 Ann Howe

1869 Elizabeth Ditchburn

1882 Henry Waiting

1891 Hannah Banks

1894 Robert Irving

1897 James McNichols

1900 Richard & Mary Ashhurst

1906 Hannah Ambler

1914 John Gatherer

1921 Edward Collinson

1925 William Irwin



The Horse & Plough - now a private house

Golden Lion Church Road (3)

1851 Jane & Elizabeth
1858 John Wright
1860 Isaac Dryden
1861 Margaret Dryden
1869 Mary Cannon
1871 John Coid
1882 James Pritt
1891 Mary Newton
1897 John Routledge
1900 Mary Routledge
1901 Margaret Wilson
1906 Mary Ann Harding
1910 Robert Banks
1925 Sarah Banks
1954 Sarah Banks

Harbour Hotel Quayside

1894 John Routledge
1897 Mary Newton
1899 Bernard Kelly (temporary)
1899 George Marshall
1900 Thomas & Sarah Cunningham

Horse & Plough Stocks Hill

1851 Barbara Wilkinson
1881 Peter & Ann Hubert
1883 William & Jane E. Lancaster
1894 Joseph Poole
1900 William & Jane E. Lancaster
1906 Hamilton Dougherty
1934 Alex Mawhinney

Lifeboat Sibson Place (2)

(formerly **Ship Launch** up to 1904)

1906 John Walker Carver
1910 Robert Ridley
1914 Frances Murtha
1921 Frances Fulton
1934 Horace Bower
1954 John Banks

Queen's Head Quay Street - (6)

1851 Ruth Williamson
1869 Hannah Steele
1871 Hannah Short
1881 Mary Newton
1882 John Miller
1883 Jack Stephenson
1891 Hannah Poole
1921 Mary A Wilson

Rose Hill Hotel Rose Hill (13)



(Formerly the Crown)

1871 John & Elizabeth Tallentire
1891 Mary & Jane Fieldhouse
1914 William Bower
1921 Mary A. Wilson
1954 John Ward

Royal George Quay Street

1860 William Lonsdale

Royal Oak Main Street

1851 John & Hannah Fisher

Ship Inn West Gill

1851 Mary & Thomas Thwaite
1858 Tolson Thwaite
1861 Sarah Thwaite
1871 Harrison & Elizabeth Hodgson
1876 John & Elizabeth Walker
1882 John Armstrong
1891 Thomas & Georgina Lowden
1897 George Egglestone

Ship Inn Lowca Brow

1851 John & Isabella English
1861 William & Elizabeth Crone
1871 Thomas & Ruth Hewitt
1876 James & Hannah Wilkinson
1891 Hannah Wilkinson
1900 John Wilkinson
1901 William Crone



The Ship at West Gill - now a private house



The Ship (on the right) "a lone sentinel looking out to sea"

1901 Annie Crone
 1934 William Fearon
 1938 John Hannah

Ship Quay Street (4)

1851 John & Mary Ann Wright
 1871 Mary Dickinson
 1879 Joanna Lewis
 1881 Thomas & Jane Jameson
 1882 Eleanor Dickinson Askew
 1894 Edwin Snape
 1897 Daniel O'Neill
 1925 Bridget Brelsford
 1929 Joseph Atkinson
 1934 Thomas Watson
 1954 Dorothy Routledge

Ship Launch Sibson Place(2)

(Became the **Lifeboat** around 1904)

1855 Joseph Barnes
 1858 John Simpson
 1860 James Simpson
 1873 William & Jane Herbert
 1879 Westgarth Coid
 1881 William & Sarah Rothery
 1891 Mary Armstrong
 1899 Sarah Milligan
 1902 Edward Thompson



Ye Olde Ship Launch on Stanley Square

Ship Launch Stanley Square (17)

1851 John & Ann Blair
 1855 James Stewart
 1861 Eleanor Stewart
 1871 Spedding & Eleanor Ashbridge
 1873 William Rothery
 1881 Westgarth & Jane Coid
 1883 Hannah Beck
 1891 William & Sarah Rothery
 1900 John Longrigg
 1901 Edward & Sarah J. Swift
 1906 Sarah Cunningham
 1914 Margaret Murtha
 1921 Mrs N. Murney
 1925 John Lowry
 1938 Mary O'Hanlon
 1954 Stanley Rothery



Station Hotel Grecian Terrace (1)

1851 Mary Johnson
 1860 Mary Thompson
 1869 Hannah & Frances Tolson
 1881 Hannah & Joseph Tolson
 1891 John & Martha Walker
 1900 George & Hannah Ambler
 1906 Joseph Martin Boundy

1910 Margaret Walker
1914 Hannah Ambler
1921 Hannah Thomas
1929 Herbert Holliday
1934 Herbert Hartley
1938 Henry S. Broadbent
1954 George Hill

In conclusion I hope that I have covered the ground for most of the public houses there are bound to be others that will come to light once this is put into the public domain.

My hope is that locals will find it of interest and possibly even people from further afield who still have roots with Harrington.

Acknowledgements -

The Staff at Carlisle Library (The Lanes)
Carlisle Records Office (The Castle)
Dennis Perriam (Historian)
Findlay Henderson Stirling (Felix) esquire

Dennis Irwin
Carlisle
2007



The Wartime Experiences of Mr. George Wilson Wright

On the 14th May 1940, Mr. Wright enlisted in the Cheshire Regiment "for the duration": he was then 20 years of age. Following the fall of France he was posted to the Channel Islands - firstly Alderney, then Guernsey. About this time he was transferred to the City of London Yeomanry and was deployed as an anti aircraft gunner, specialising in the Bofors 20 mm anti aircraft cannon. As the invasion of the Channel Islands became imminent, Gunner Wright was then moved to Southampton.

Mr. Wright's next posting was to the Western Desert where, under the Royal Artillery, he served close to the front line, still in light Anti Aircraft role. As the Germans advanced his unit was almost overrun at Sollum and the unit made their escape during darkness in blacked out wagons. Due to the lack of lights the wagon carrying Mr. Wright drove over a 30 foot cliff causing several injuries. Mr. Wright sustained minor injuries, others were more serious. He was however able to continue in action.

The desert campaign progressed until Mr. Wright's AA (Anti Aircraft) unit were fighting alongside Free French and Foreign Legion forces at Bir Hachiem. They were eventually encircled by the Afrika Korps and subject to day and night attack, including dive bombing, for almost 150 days. In the last fifteen days of fighting, food first and then water, ran out. On one afternoon in June 1942, when air raids were coming in hourly. Mr. Wright's emplacement came under attack. Whilst his comrades were either killed, injured or in shelter, Mr. Wright and two French soldiers manned his gun and engaged the attackers. After the final fifteen days, when all supplies were exhausted, the Bir Hachiem pocket had to surrender.



During the campaign and most recently at Bir Hachiem Mr. Wright was continually in the front line, He has once or twice told of seeing friends killed beside him at the gun and also of using his 20 mm cannon on ground targets. On one occasion he was close enough to see the devastating effect as his gun was used against German troop-carrying vehicles in almost hand to hand engagement. Once when fighting alongside the French Foreign Legion he saw German pilots who had parachuted out of stricken planes being shot before reaching the ground. Mr. Wright made no judgment, but this was indicative of the ferocity and unforgiving nature of war to men who were surrounded and fighting for their lives against massive odds.

Taken prisoner first by the Germans, then handed to the Italians, Mr. Wright was eventually moved to a POW camp in Tripoli. On one occasion, when the Italian guards were trying to force the British prisoners to work for them, Mr. Wright was beaten about the head with their rifle butts. The conditions of detention were very poor: like his fellows Mr. Wright suffered from lice and extensive sand sores. He also contracted dysentery, but the only treatment available was from a POW medical officer who had nothing to prescribe but Epsom Salts. It appears at this time that Mr. Wright also suffered a severe case of worm infestation. The diet in the camp was very poor and medical treatment seems only to have been available from within the POW ranks, rather than provided by the Italian guards.

When they were transferred to Italy the prisoners were battened into the holds of cargo ships and left secured for six days until the ship docked in Naples. At this time all in Mr. Wright's group were suffering from severe dysentery and bowel disorders. In Italy he was imprisoned in camps at Capura and also "Camp 53" at Sforzacosta.

The POWs were used as forced labour on farms until the allied advance led to them being transferred in locked cattle trucks to Poland. Mr. Wright was kept first in a prison camp at Lozisk in Poland, then later in Stalag 8B. Little is known of his time there other than he was used as forced labour in an electrical factory and a sugar beet plant. He has mentioned that several of his fellow prisoners became unbalanced and tried to climb the barbed wire fences. This led to their being shot by guards and their bodies left on the wire.

As the Russians advanced the POW camp was emptied and the prisoners embarked on a forced march through Poland and Czechoslovakia that was to last for fifteen weeks. The march began in December 1944 and ended for Mr. Wright when he and a friend escaped in May 1945. During the march prisoners were fed very little by the guards - their few rations were supplemented by food left at the roadside by Polish and Czech women. Mr. Wright said that on at least one occasion a POW was shot by guards as he picked up bread left in this way. As it was the depths of winter, the only food available for them to scavenge was mainly that left in the fields - they regularly ate frozen potatoes and the roots of cabbages. When they were near farms Mr. Wright says that they often ate the food left out for the pigs - although this was in Germany where the civilians were not generous like the Poles and Czechs. The nights were so cold that even when they slept in barns their clothes froze stiff overnight. On one night a part eaten tin of beans, saved from a Red Cross parcel, froze in Mr. Wright's pocket, so that in the morning he could not get the beans out of the tin to eat. One meal was made from a horse which had frozen to death in the fields and was eaten part raw.

At one point during imprisonment Mr. Wright suffered an infection to an injury on his left palm. The only treatment was to operate, which the MO did using a pair of scissors, without anaesthetic. The only occasion he received treatment from the Germans was for a tooth extraction. A civilian (?) dentist outside the camp gave him an injection in the chest prior to removing part of a tooth. This was not very well done and further visits were needed. At one point, when removing the root, the wound bled and a black dirty residue leaked from it.

Escape was made in May 1945 by sneaking from the march shortly after leaving the town of Platlin. This was bombed by the Americans while they were there and they were able to liberate Red Cross parcels from damaged rail trucks. Whilst on the run Mr. Wright and his colleagues were surprised by a unit of four German soldiers, fully armed. Expecting to be shot, they were flabbergasted when the soldiers gave up their guns and surrendered, no doubt hoping to be out of uniform before the Russians arrived. Mr. Wright eventually met up with the Americans near Regensburg in Germany. He was then transported to Nancy in France, then to Guildford in the UK.

After initial capture in the desert Mr. Wright had been posted "missing, believed killed in action". It was some considerable time before his family discovered he was alive, but a POW. On return to the UK Mr. Wright was given home leave. He returned to Workington and was immediately seen by his own GP. He was very thin and undernourished, still suffering the after effects of starvation on the forced march. He had a stomach ulcer and a septic infection in his ears, which were still blocked inside by dirt. In the words of his family "his nerves were very bad". The affects of the fighting and the subsequent imprisonment were clearly obvious. Mr. Wright remained at home under medical treatment for sixteen weeks before he was fit enough to return to the army. Travelling first to Birmingham, then Sheffield, he was eventually demobbed and transferred to the Reserve.

Mr. Wright's medals include the Africa Star (second left) and the French Croix de Guerre on the right.



Harrington's Early Water Supply

The Wells, Springs, Pumps & Troughs of Harrington

Before the days of piped water supplies Harrington's water had to be obtained from natural sources. This is a list of known water sources and their locations:-

Horse Trough - On Main Road High Harrington, outside the garden wall of "Wynd-y-Brae" 100 Main Road (The trough was removed about 50 years ago)

Trough - On Scaw Road, High Harrington, adjacent to the footpath gate leading to "the Ghyll". At one time it was covered by a hinged wooden cover and was the water supply for "The Ghyll".

Horse Trough - At Midtown, High Harrington (West), near to the stile for the footpath leading to Hall Green Farm. The water came from behind Key's Brow houses and passed along an open gutter in front of the Midtown cottages.

Spring - In what is now the playing field adjacent to the Brewery House.

Spring - Supplied water to the gutter in the Hockey field (southwest side) and ran into the beck. (spring shown right)



Spring - In what was the Old Brewery Yard on Church road. It was situated where the old petrol pump kiosk used to stand.

Well - In the dyke mid-way up the lane leading from the footbridge at Beckside up to Stocks Hill coming out opposite the Horse and Plough. (shown below)



Well - On the waste ground at West Gill place opposite the pinfold (lay-by). It was a beehive shaped concrete overed structure fitted with a door.

Well - In the wash house of West Gill End Farm. It was originally the only domestic water supply to the farm, the water being passed through a charcoal filter. Mrs. Fulton's father had called in a water diviner to find it.

Pump - Near the wall of outbuildings adjacent to cottage at Kiln Green. The old long-handled pump was later replaced by a more modern type.

Well - Hall Green Farm, to the left of the cart-road leading from the farmyard to Milking Hill.

Well - In the pinfold (lay-by) on the left hand side of the road before meeting Lowca road junction with Lime road.

Spring - Main Road High Harrington, near the lane leading off Main Road to Orchard enclosure (near where Dr. Fitzgerald used to live).

Well - In the field at the rear of "Wynd-y-Brae" garden – probably supplied the horse trough listed above.

Well - in the paddock or stockyard (now built upon), opposite Copeland Inn,

Well - In the gardens behind Barkers Cottages (now demolished), Main Road, High Harrington.

Well - Across the River Wyre, near the Mill Race, opposite the old brewery.

Spring - In the field on the east side of Lime Road.

Wells (two) - Adjacent to Windmill Farm

Well - in the Old Reading Room field off Main Road, High Harrington.

Well - On the Old Ropery site, near the footpath leading from the north shore to Mountain View.

Well - In the field belonging to Hall Green Farm on the east side of the Cleator Moor and Workington Junction Railway line (now the cycle path)

Well - On the Cleator Moor and Workington Junction Railway line (now the cycle path) embankment between the Main Road bridge and the Hall Green Farm agricultural bridge, about at the side of Fauld House. This well, shown below as it is today, supplied the water for High Harrington station.



Well - At Harrington Parks farm

Well - Near the stream in the Ghyll leading from Billy Watson's Lonning junction with Lime Road.

Well - "Maggie's Well" (below) was behind 14 Nook Street down the passage between Mrs Duffy's and Mrs Hodgson's. It now lies overgrown at the side of the marina car park.



In the Whitehaven News dated April 7th 1904 an old Harrington man wrote about his childhood memories in his village in 1850.

He wrote with regards to water supplies as follows:-

"Water was not laid on to houses. Most of it had to be carried from two springs- one in the ghyll behind Rosehill, the other at the Low Brewery on Church Road.

Often queues of upto 50 people would be waiting with a variety of utensils. On Saturdays especially the children, were thus engaged to collect a plentiful supply of water for the weekend.

A watercart with a large tank also went around selling water. Rain water was also collected for washing purposes".

Old School Photographs



Harrington Junior School 1912

Mr. Wm. Monkhouse, Margaret Lockwood, Lydia Sanderson, Mary Reid, Bessie Dixon, Lizzie McCord, Martha Corrie, Elizabeth Gorry, Ivy Williams, Mr. W. A. Davies (Headmaster).
 William Kyle, Kenneth Farlam, William Ridley, Enslin Smith, Edward Williamsen, Stanley Jackson, Thomas Donaghee, Alan Banks, John Scott, James Townsley.
 Joseph Hill, Mary Dixon, Ruth Kirkwood ?, ----- Armstrong, Agnes Monkhouse, Mabel Bell, --- Hardy, Hannah Cook, Richard Head, Ernest Bales.
 John Tyson, ----- Mawhinney, Jane Carter, Elsie Barrow, ----- Hardy, ----- Hardy, Jane Parker.
 Norman Wilson.
 John Johnston, John Fearon.



Tithes and Glebes in Harrington

The word "tithe" originally meant a tenth. The system of tithing required one tenth of the annual produce of a portion of land to be paid to the rector of the parish church.

The tithe payments were usually made in kind i.e. a tenth of the crop grown or the milk produced or eggs laid or lambs born etc. Anything at all produced, be it wool, hide, calves, grain, fish or wood were tithed. Sometimes the tithe was even paid in man hours, the occupier of the land devoting an agreed amount of time to working on church land. The produce handed over to the church was usually stored in a tithe barn. This is the origin of the many Tithebarn Streets to be found as in Carlisle and Keswick.

Glebe land goes back to medieval times and was land with it's freehold permanently assigned to a church specifically to provide an income to the incumbent. The land could be worked or leased out. In Harrington there are Glebe Terrace and Glebeland Terrace on Main Road.

As the system developed the tithe was not necessarily a tenth, but rather an amount agreed between the Parties concerned. It also came about that two types of tithe were created, great tithes and small tithes. The great tithes were still paid to the rector, but sometimes the rector did not live in the parish and so a small tithe was allocated to the vicar.



Glebelands Terrace and Glebe Terrace and the parish church

The small tithes were usually about a third of the total tithe and helped to provide a living for the vicar. The vicar's share of the tithe was usually vegetables, fruit, fish, the main crops and livestock going to the rector. The rector usually got the lion's share of the produce.

The system of tithing naturally led to frequent disputes between the recipient of the tithe and the person providing it. It became more complex

as different tithe values became allocated to different products and farmers not associated with the parish church protested about paying any tithes at all to the church.

Purveyes were also used in Cumbria after they had ceased to be used in most other areas. A purvey was a sum of £100 (or multiples of £100) which could be levied by the church and each parish would have to raise a sum specified to be paid as its contribution to the purvey. This system was found in time to be unfair and in 1810 purveyes were abolished by an Act of Parliament.

In 1836 the Tithe Commutation Act was passed to have all tithing converted to money payments instead of payments in kind. Tithe commissioners and assistant commissioners were created to implement the new act.

The idea was that the rates were to be set and then reviewed annually and varied according to the fluctuations in value of the various crops and produce. Each tithed field was to have a rent value assigned to it and maps were produced showing the amount to be paid for each field. These tithe maps also showed the parish boundaries which were reviewed at the same time

The whole of England and Wales had to be surveyed to implement the act, which of course took years to achieve. The following document shows how it was implemented in Harrington in 1843 by assistant tithe commissioner John Strangeways Donaldson Selby.

Apportionment of the Rent-Charge in Lieu of Tithes in the Parish of Harrington.

Whereas an Award of Rent-Charges in Lieu of Tithes in the Parish of Harrington in the County of Cumberland was on the twenty ninth day of August in the year One thousand eight hundred and forty three confirmed by the Tithe Commissioners for England and Wales of which Award with the schedule therein comprises the following.

Know all men by these presents that I John Strangeways Donaldson Selby of Cheswick in the County of Durham Esquire having been duly appointed and sworn an Assistant Tithe Commissioner according to the Act for the Commutation of Tithes in England and Wales and having been also duly appointed to ascertain and award the total sum to be paid by way of Rent-Charge instead of the Tithes of the Parish of Harrington in the County of Cumberland

Do hereby award as follows – that is to say –

Whereas divers meetings have been held in the said parish touching the matter aforesaid of which meetings due notice was given for the information of the Land owners and Tithe owner of the said Parish

And Whereas I have duly considered all the allegations and proofs tendered to me by all the parties interested and have myself made all enquiries touching the premised subject which appeared to me to be necessary –

And Whereas I find that the estimated quantity in statute measure of all the lands of the said Parish which are subject to payment of Tithes amounts to –

Two thousand two hundred and three acres which exclusive of the Glebe containing Twenty three acres are cultivated as follows – that is to say –

One thousand nine hundred and thirty one acres as arable land

Two hundred and twenty nine acres as pasture land

Twenty acres as Wood Land

And Whereas I find that the under mentioned Lands of the said Parish – that is to say –

The farms called “Hall Green”, “Scaw Moor Side”, “Far Park” and “Park House” containing together Six hundred and ninety eight acres of which Henry Curwen of – Workington Hall in the said County Esquire is owner are covered from render of Great Tithes in kind by a prescriptive or customary payment of the annual sum of Forty Shillings in lieu thereof to the Rector of the said Parish.

And that district or Hamlet of Lowca is exempt from the render of Hay Tithe in kind by payment of the annual sum of four pence in lieu thereof by the owners or occupiers of each Tenement in the said District or Hamlet comprising in the whole Six hundred and twenty one acres by estimation.

And Whereas I find that the following Moduses or prescriptive payments are payable throughout the said Parish instead of the under mentioned tithes – that is to say –

Two pence for every new calved cow

One half penny for every Strip Milk cow instead of the tithe of milk

One penny is paid for every foal instead of the tithe of foals

One penny is paid for every Garden instead of the tithes thereof

One penny for every cast of Bees instead of the tithe of honey

The custom of tithing lambs is to pay one half penny for every Lamb till five.

To pay half the value of a tithe Lamb at five and to pay a Lamb in kind for any number of lambs of the same occupier above five and not exceeding ten – the Tither returning as many half-pence as the number of lambs is short of ten and so according to the same custom if there be more than ten lambs.

The custom of tithing Calves and Geese is the same as that of tithing lambs except that Instead of a half-penny a penny is paid or returned for the odd numbers of calves and a farthing for the odd numbers of Geese.

One half-penny is paid for every fleece till ten and a fleece in kind is paid at ten and so according to the same custom if there be more than ten fleeces belonging to the same occupier.

And Whereas I find that all the lands of the said Parish are subject to payment of all manner of tithes in kind except as above mentioned.

And Whereas due notice was given to me by the said Rector in the manner prescribed by the said Act that the clear average value of the tithes of the said Parish during the seven years preceding Christmas in the year One thousand eight hundred and thirty five would not fairly represent the sum which ought to be the basis of a permanent commutation of the said tithes.

And Whereas I have taken into consideration all the allegations and proofs tendered to me touching the matter of the said notice before awarding the Rent-Charges hereinafter mentioned and have estimated the clear annual value of the said tithes in the manner directed by the said Act of Parliament.

Now Know Ye that I the said John Strangeways Donaldson Selby do hereby award that the annual sum of two hundred and thirty five pounds by way of Rent-Charge subject to the provisions of the said Act shall from the first day of January next proceeding the Confirmation of the Apportionment of the said Rent-Charge be paid to the Rector of the said Parish for the time being instead of all the tithes arising from all the lands of the said Parish except the Glebe.

And that the further sum of one pound three shillings shall be paid to the Rector for the time being by way of Rent-Charge subject to the provisions aforesaid in lieu of the Tithes of the said Glebe lands whenever the same are not in the occupation of the Rector himself.

In Witness thereof I have hereunto set my hand this nineteenth day of August One thousand eight hundred and forty three

Signed

John S. Donaldson Selby

Harrington – Mannix & Whelan's Directory of 1847

First mention of :- **Rateable Value £5418.7s.0d**

The benefice is a Rectory Valued on the King's Books at £7.7s.31/2d and certified to governors of Queen Ann's bounty of £35.0.0d viz Glebe £8, Tithes £25, Prescriptions for Mr. Curwen's demesne £2, Easter dues and surplice fees £2. It was returned by the ecclesiastical commissioners as of the average annual value of £250 and is now possessed by the Rev. Peter Van Essen B.A..

In 1845 the tithes were commuted for a yearly rent charge of £239 besides which the rector has 23 acres of Glebe and a good dwelling contiguous to the church. There being no church rate collected in this Parish, the ancient peculiar custom of levying Purveys is still practiced here.

Purveys – "in Cumberland the manner of laying public taxes and assessment is somewhat peculiar, by a rate called the *Purvey*; which originally was a composition in money for the king's purveyance, or providing for his household, when he went on a progress in different parts of the kingdom. In some places it was paid in cattle; hence in Lancashire, they have a manner of laying assessments still called *Oxlay*. Against King James' return out of Scotland, through Cumberland, in 1617, the Justices of the Peace were ordered to compound for the king's purveyance, at the rate of £108, which sum being paid through the whole county, became afterwards a rule for laying most other assessments, calling it one purvey. In 1605 for the more ease and convenience, the purvey was fixed at the precise sum of £100; so that where the sum of £100 is wanted, it is called one purvey; where £200 two purveys and so on" – Burns, vol.1,p.13.

The Geltwood - Lost and Found



NOT the Geltwood

In our previous book we featured an article about the Geltwood which included the picture on the left, which we understood to be the Geltwood being towed out of Harrington Harbour.

This picture also appeared on our website www.harringtonhistorygroup.co.uk.

As a result of this we received an email from Australia informing us that this was NOT the Geltwood as the mast configuration was wrong. The sender of the email, John Deepröse, explained that he was sure of this as he had actually seen the Geltwood!

John Deepröse, with his colleagues John Charles and Heather Booth, had discovered the wreck of the Geltwood off the west coast of Australia where she had come to grief on her maiden voyage.

In order to preserve the wreck and bring it under government protection they had it registered officially under the Commonwealth Historic Shipwrecks Act of 1976.

John and his colleagues mapped the site of the wreck and produced drawings showing the location of the debris on the sea bed. They also drew many of the artifacts found.

John has kindly passed on a copy of his dive notes of the discovery to us, together with his correspondence with the Australian government, and given us permission to publish them in this book. These appear over the following pages.



Definitely the Geltwood!

For those who are not familiar with the story of the Geltwood, she was built in Williamson's shipyard in Harrington in 1876.

She was first towed to Liverpool to be fitted out, before setting sail on her maiden voyage to Melbourne on the 23rd March 1876.

The captain was Fred Harrington.

Off the coast of Australia she was caught in a terrible storm and was lost with all her crew.

The full story appears in Book 5 of this series.

Williamson's Shipbuilding Yard in 1875



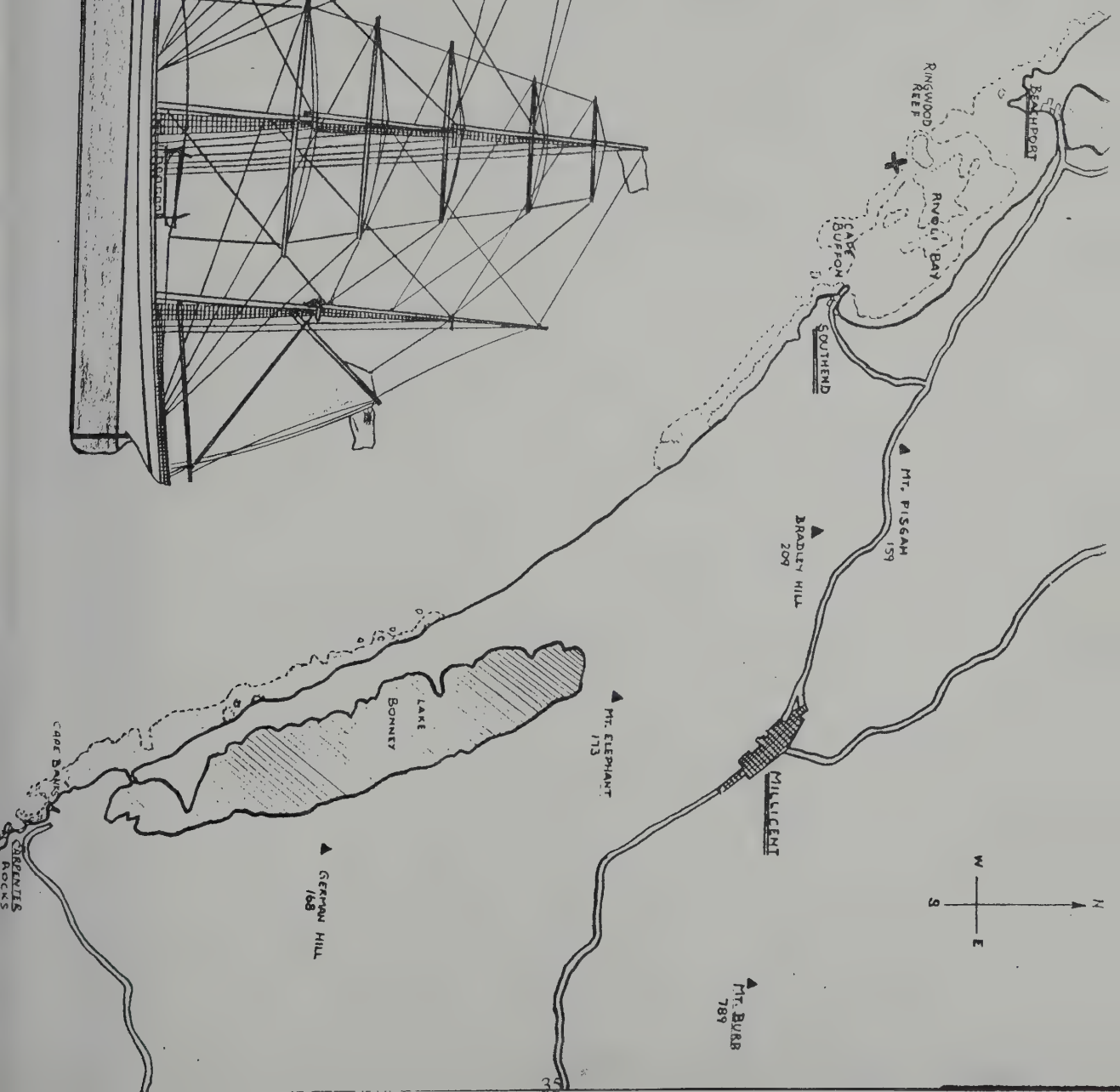
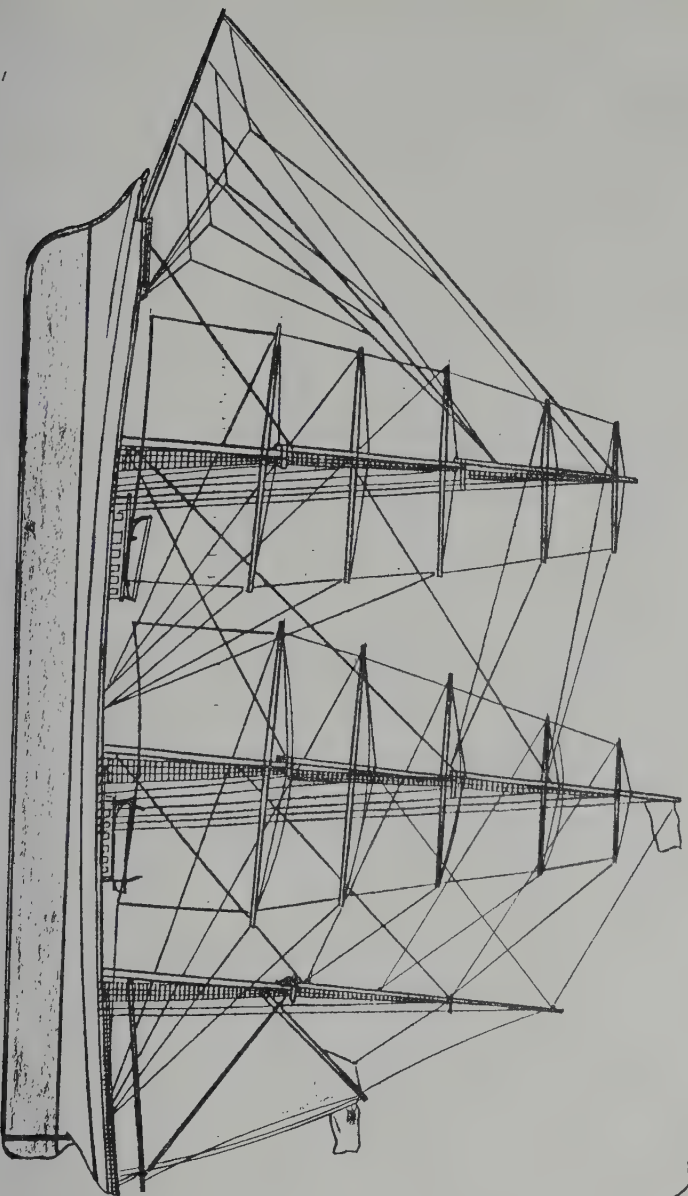
I Robert Wilson Topping aged about 14 $\frac{1}{4}$ Years hereby agree to work for Messrs. R. Williamson & Son for a term of five years as a wood and Iron Shipwright to have no holidays, no pay during sickness, no doctor, food, and any time lost on my own account to be up at the end of each year, To be paid wages as follows:-

First Year	—	6/-	Per week
Second Year		7/-	" "

Conditions of employment at Williamson's

BEETWOOD

1876



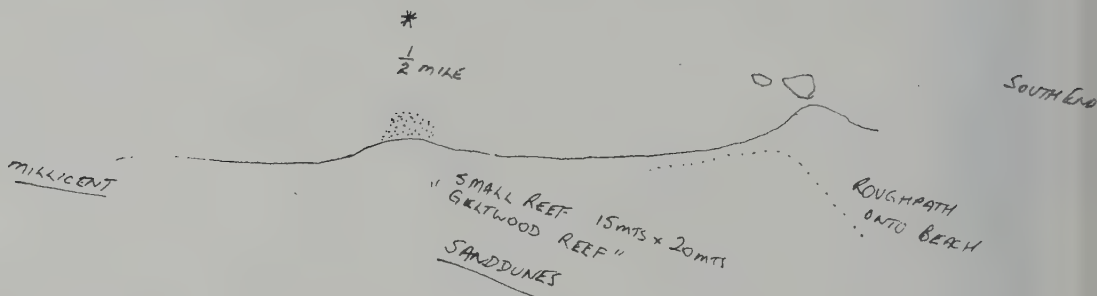
WRECK SITE

"GELTWOOD"

7/2/83

12:00 pm.

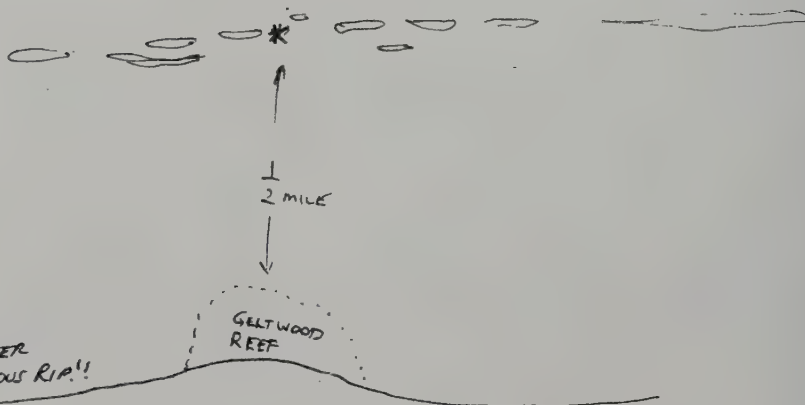
DIVERS: JOHN DEE ROSE } MT GAMBIER
JOHN CHARLES }



THE WRECK IS SITUATED $\frac{1}{2}$ MILE DIRECTLY OUT FROM THE GELTWOOD REEF
THERE IS ONLY TWO OR THREE TIMES PER YEAR THAT THIS AREA IS SAFE TO DIVE.
THE REEF IS SITUATED APPROX 1 MILE SOUTH FROM THE LAND TRACK / BEACH
EXIT FROM THE SAND DUNES. THIS REEF HAS NEVER BEEN SANDED OVER

SHALLOW
REEF

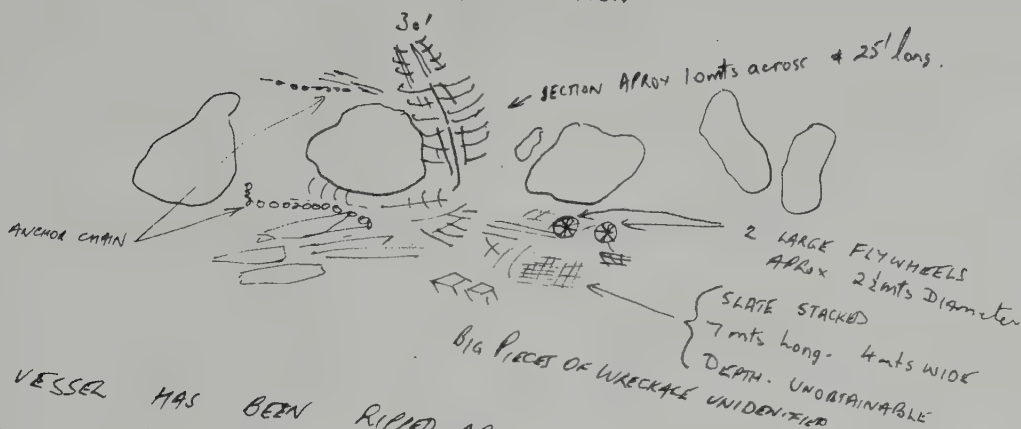
DEEP WATER
VERY DANGEROUS RIP!!



SEAWARD
SIDE



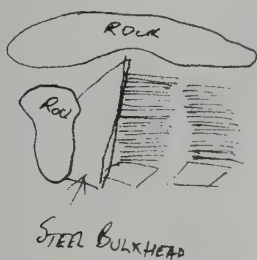
STERN SECTION



THE VESSEL HAS BEEN RIPIED APART AND TORN INTO 90° OFF CENTRELIN

ITEMS OF INTEREST NOTED:

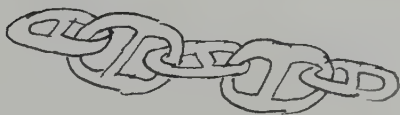
FIRSTLY THE WRECK IS SITTING ON A ROCK BED AND IN POCKETS OF SAND, THERE IS POTTERY, WINE OR STOUT BOTTLES. SLATE IS EVERY WHERE AND ONE SECTION IS AS DRAWN BELOW



SLATE IN MASSIVE PILES STACKED LIKE A PACK OF CARDS. 90% OF THIS CARGO IS INTACT AS IF PACKED YESTERDAY

SLATE SIZE APPROX 1'8" x 2'4" x 1/4"

ANCHOR CHAIN

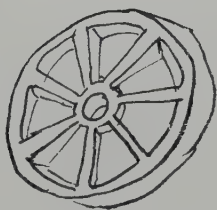


APPROX 16" long x 6" wide



BLOCK FIRMLY IMBEDDED BY CORAL ONTO PLATING

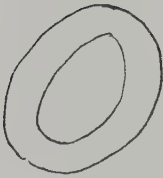
FLY WHEELS



APPROX 2 1/2 m's IN DIAMETER AND DEPTH APPROX



SMALL LEAD SHOT



WIRE BUCKETS APPROX 2'6" ROUND x 6" THICK
EVERYWHERE

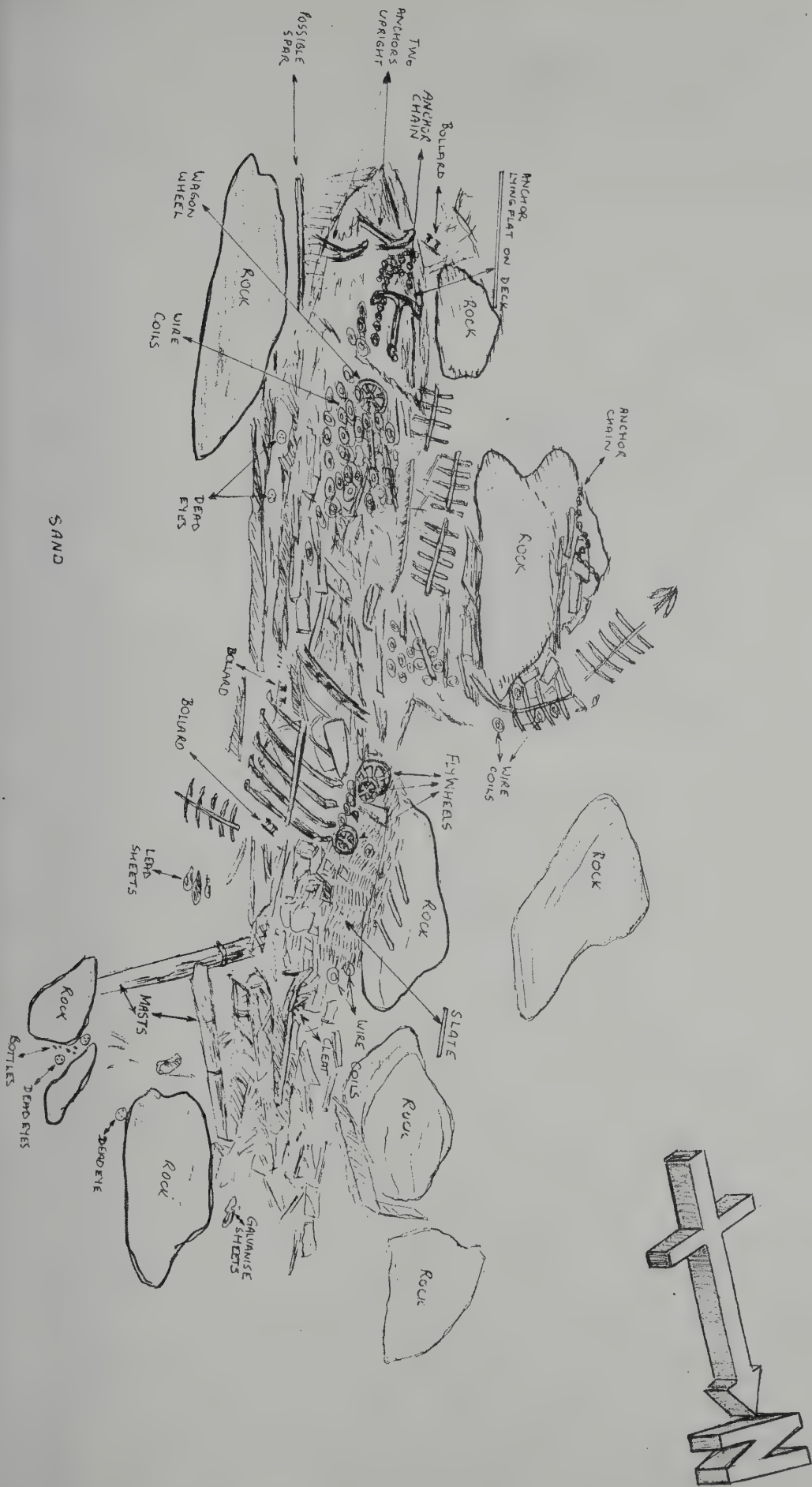


STOUT BOTTLES WITH COAKS STILL ATTACHED.
MANY BROKEN

FANCY BRASS BUDVARE

CROCKERY EVERYWHERE

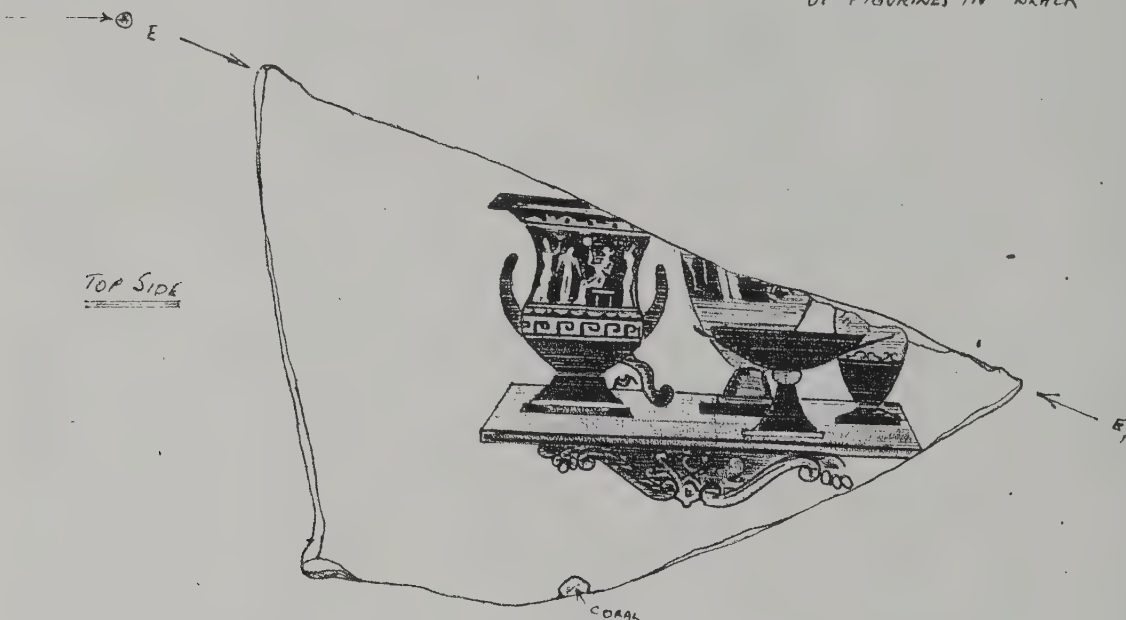
the 'Beltwood'.



DETAIL OF PORCELLAIN TAKEN FROM THE GELTWOOD 7.2.83

THIS PIECE HAD BEEN PREVIOUSLY BROKEN OFF A LARGE SECTION
OF CORAL ENCRUSTED PORCELLAIN. SCALE 1:1

CLOUR: WHITE WITH DRAWING
OF FIGURINES IN BLACK



TOP SIDE

SECTION AT
ELEVATION E-E,

LIP
ON UNDERSIDE

UNDER SIDE



SHADED AREA
CORAL GROWTH



MINISTER FOR ARTS, HERITAGE AND ENVIRONMENT

22 SEP 1986

Mr J Deepprose
PO Box 77
ALDINGA BEACH SA 5173

Dear Mr Deepprose

I have considered the matter of payment of rewards for various notifications of the location of shipwrecks in Australian waters, and I have much pleasure in enclosing a cheque for \$1,000 as a reward for notifying me of the location of the "Geltwood" which is declared historic under the Commonwealth Historic Shipwrecks Act 1976.

I have also written to Mr J Charles to furnish him with a similar cheque for \$1,000.

I will forward to you shortly a certificate which recognises the support you have given towards the protection of Australia's maritime heritage by notification of the "Geltwood". Your assistance is very much appreciated.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Barry Cohen'.

Barry Cohen



No. S 40, Friday, 25 February 1983

Published by the Australian Government Publishing Service, Canberra

SPECIAL

COMMONWEALTH OF AUSTRALIA

Historic Shipwrecks Act 1976

NOTICE UNDER SUB-SECTION 5 (1)

I, DANIEL THOMAS McVEIGH, the Minister of State for Home Affairs and Environment, being of the opinion that the remains described in the Schedule, being remains of a ship that are situated in Australian waters or in waters above the continental shelf of Australia, are of historic significance, in pursuance of sub-section 5 (1) of the *Historic Shipwrecks Act 1976* hereby declare the remains described in the Schedule to be an historic shipwreck.

SCHEDULE

DESCRIPTION OF REMAINS

<i>Name by which remains commonly known</i>	<i>Nature of remains</i>	<i>Year in which ship wrecked</i>	<i>Parallel of latitude and meridian of longitude at the intersection of which remains are located</i>
'Geltwood'	Wreckage of 1056 ton Iron barque	1876	37° 37' 12"S, 140° 10' 05"E

Dated this twenty-first day of February 1983.

D. T. McVEIGH

Minister of State for Home Affairs and Environment

COMMONWEALTH OF AUSTRALIA

Historic Shipwrecks Act 1976

NOTICE UNDER SUB-SECTION 5 (2)

I, DANIEL THOMAS McVEIGH, the Minister of State for Home Affairs and Environment being of the opinion that all articles that were associated with the ship described in the Schedule, being articles that are situated in, or have been removed from, Australian waters or waters above the continental shelf of Australia, are of historic significance, in pursuance of sub-section 5 (2) of the *Historic Shipwrecks Act 1976*, hereby declare all articles that were associated with that ship to be historic relics.

SCHEDULE

<i>Name of ship</i>	<i>Year in which ship wrecked</i>	<i>Parallel of latitude and meridian of longitude at the intersection of which remains of ship are located</i>
'Geltwood'	1876	37° 37' 12"S, 140° 10' 05"E

Dated this twenty-first day of February 1983.

D. T. McVEIGH

Minister of State for Home Affairs and Environment

The Banner Project



The Banner Project was the option offered by the “Matrix Art Co.” as a way of involving the various groups in Harrington in the Harrington Regeneration Arts Project.

These particular banners were produced at the “Workshop” in the infants school as a project to involve the Harrington History Group.

A theme evolved using old street signs from some rescued when Harrington-under-the-Arches was demolished. The lines of verse are from the Harrington poem “Billy Watson’s Lonning”. The banners also include quotes from children’s “workshops”. Textures incorporated include pebbles, water and sky in “wave forms”. Figures on the shore and blown up photos of old Harrington are also included.

The banners were displayed in a marquee by the marina during the first Harrington Arts Festival on 13th July 2003, then in St. Mary’s church hall when the Harrington History Group held an exhibition. They were displayed from scaffolding towers at the second arts festival.

Below are the actual street signs -



The Demolition of Harrington Harbour Area in 1966



Harrington Harbour Area when it was full of life



The deserted houses awaiting demolition



The Aftermath - the streets still there, but no houses



The remains of the Quayside

The Mawhinneys of Harrington - A Family at War



Leslie Mawhinney (left) was a wartime seaman on HMS Matchless. The Matchless was a destroyer built in Glasgow by A. Stephen and Sons Ltd., launched in 1941 and commissioned in 1942.

After the invasion of Russia in 1941 convoys of ships had to be sent out to brave the Arctic Ocean to carry essential supplies to Russia. Leslie and the Matchless were employed as convoy escorts, defending the unarmed merchant ships

The conditions in the Arctic were horrendous with intense cold and dreadful weather through the winter with little daylight, whereas in summer there was almost perpetual daylight, leaving the convoys exposed to German Uboats.

In summer the convoys would sail to the west of Iceland, keeping away from German occupied Norway, but in winter when the Arctic ice advanced towards

Iceland they would sail to the east. Both routes involved passing round the northern tip of Norway past the German occupied bases.

The Matchless was involved in the Battle of North Cape during which the German battleship the Scharnhorst was sunk.

The Matchless picked up some of the few survivors from the almost 2000 crew members of the Scharnhorst



HMS Matchless



Leslie's Arctic Star campaign medal

Leslie's four medals from WW II and Sydney's three from WW I





Proclamation

All Seamen, Wherever Ye May Be,
 Greetings: Know All Ye by these Presents
 that L. A. Mawhinney - did on Xmas Day, 42,
 appear in the Northernmost Reaches of my
 Realm, embarked in H. M. S. Matchless
 in latitude $66^{\circ} 33'$ N. and in longitude 12° W.,
 bound for the Dark and Frosty Clastes of
 ➤ The Land of the Midnight Sun ➤
 and did with My Royal Permission,
 enter this Dread Region by crossing
 (The Arctic Circle)
 by virtue whereof, I, Neptunus Rex, Ruler
 of the Raging Main, do hereby declare him
 to be a loyal and trusty Bluenose
 and do call upon all Icebergs, Polar Bears,
 Whales, Narwhals, Sealions and other
 Creatures of the Frigid North, to show
 him due deference and respect. Disobey
 under pain of My Royal Displeasure.

Mawhinney
 L. A. Mawhinney
 Commanding Officer.



Neptunus Rex
 Ruler of the Raging Main.
 Aurora Borealis
 Queen of His Majesty's
 Northern Provinces.



The address should be written in large BLOCK letters
wholly within the panel alongside

To

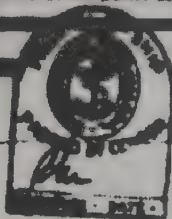
Mrs. M. MAWHINNEY,
27, MARINER'S VIEW,
HARRINGTON,
CUMBERLAND. ENGL.

The address should be the same as it appears in the case of an ordinary letter

108097

Write address in large BLOCK letters in the panel above. Nothing else should be written above this line.

The message should be written very clearly below



L. A. Mawhinney, a/c.
7521 321785
Sims Machine
40 G.P.O.
and 1. 2. 42 London.

Dear Mam and Dad,

I am a few hundred miles from home so I am just writing a few lines hoping they find you in the best spirits and health, I am keeping fine out here and having good fun. I hope you will excuse me not writing before now as I have been doing a bit of sea time, but all the time I have been thinking of you and all the family. The pigeon racing will be finished by now, and father should have had a good season with the birds. He will be working away and getting his evening pint. I hope you are getting ^{dear} weather at home than we are having here, you will still go down to Auntie Maud's and she will be delighted at Rachel's success. By the time we get back to England there should be plenty of papers awaiting me, so I will see how the town life is going on back home. You will be all looking forward to seeing me again, maybe Christmas, well Mam it is getting near supper time so I will close now sending you and all the family my best love and wishes.

From Leslie

to my
loving Mother. x x x x x x x x x

This space should not be used.

A letter home from Leslie

First World War 1914-18



Mary Mawhinney
(WAAC right hand end of second row)



Sidney Mawhinney

Second World War 1939-45



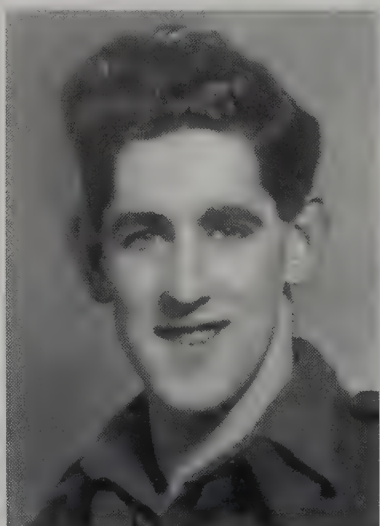
Anne Mawhinney
(Nurse at Workington Infirmary)



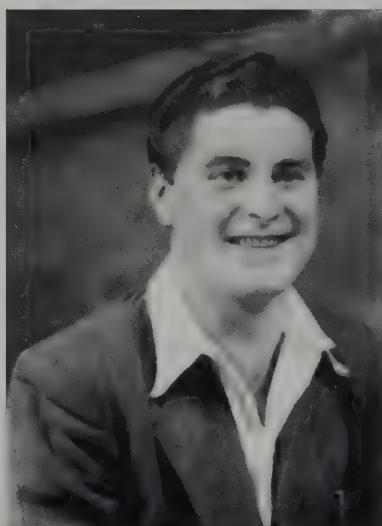
Sarah "Ciss" Mawhinney



Dorothy "Dot" Mawhinney



William
Mawhinney



Derek
Mawhinney



COOKERY SERVICE NOTES No. 66

JULY, 1945

HOME FRONT COOKERY ADVICE

VICTORY IN EUROPE

CAKES AND ICINGS

VICTORY OR PARTY CAKE	PIPING ICING
MIXED FRUIT CAKE	WARTIME ICING
WHEAT FLING (PIPING ICING JUDAS)	ALMOND PASTE (WITH ROYA FLOUR)
ROYAL ICING	ALMOND PASTE (WITH SEMOLINA)
	HOME-MADE ICING BAG
	INSTRUCTIONS FOR MAKING AN ICING BAG

The MARGARINE COOKERY SERVICE celebrates the grand Victory in Europe (8/5/45) by the issue of this leaflet, with recipes for Victory or Party cakes and icings and instructions for making and using home-made Icing Bags for piping inscriptions and decorations.

We also celebrate now—like thousands of housewives—the joy of being able to cook and plan meals without unpleasant interruptions. During the past five-and-a-half years many a recipe has had to be re-tested because it has been prudent to dive under the nearest table half-way through our experiments. Those days are past and so we are gay in this month's leaflet and give you recipes you will want for those even grander days to come, when our men, and womenfolk too, will come back home, not only from Europe and the Mediterranean and the high seas, but from the Far East too.

VICTORY OR PARTY CAKE

This recipe makes quite a large cake:

- 8 ozs. margarine
- 8 ozs. sugar
- 1 lb. mixed currants and sultanas
- 1 lb. raisins (or chopped prunes or dates)
- 1 teaspoonful bicarbonate of soda dissolved in 1 teaspoonful milk
- 1 teaspoonful almond essence, if desired
- Pinch of salt
- 10 ozs. self-raising flour
- 8 reconstituted dried eggs

Put the margarine into a mixing basin and beat it with a wooden spoon until it is soft, then add the sugar and beat the two together until the mixture is soft and creamy. Then add a little of the reconstituted egg and a little flour alternately, beating the mixture well. Continue adding eggs and flour until all the egg and half the flour has been beaten into the mixture. Then gently stir in the remainder of the flour with all the fruit. Mix together, adding last of all the almond essence and the soda dissolved in the milk. Turn into an 8-inch cake tin, greased and lined with greased paper. Bake for 1 hour at a moderate heat (Regulo Mark 4), then turn the heat to very slow (Regulo Mark 1) and bake for a further 2½ hours. Ice the cake next day, when it is cold.

MIXED FRUIT CAKE

Here is a more economical recipe for a smaller cake:

- 8 ozs. self-raising flour
- 2 tablespoonsful dried egg
- 2 ozs. sugar
- 1 level teaspoonful mixed spice
- 3 ozs. margarine
- 10 tablespoonsful milk to mix
- 8 ozs. mixed fruit (sultanas, currants, raisins or prunes)
- Pinch of salt

Sieve flour, dried egg, spice and salt into a basin. Clean the currants and sultanas and stone and chop the raisins or prunes. (Prunes should be soaked in cold water overnight.) Cream the margarine and sugar together and beat well. Add a little milk and sieved flour mixture alternately, a little at a time of each, until all the 10 tablespoonsful milk and flour have been beaten in. Add the dried fruit and give the mixture a final stir. Line a cake tin with greaseproof paper and brush over with melted margarine and pour in the mixture. Bake 1 hour in a moderate oven (Regulo Mark 4), then 1½ hours in a very slow oven (Regulo Mark 1). Ice the cake the next day.

For people who still have household milk in stock, the following is a good recipe, which is sufficient for a large cake:

WARTIME ICING

- 12 tablespoonsful household milk powder
- 12 level dessertspoonful granulated sugar
- 13 dessertspoonful water
- Vanilla or almond flavouring

Dissolve the sugar in the water on a very low heat. Allow to cool a little, then pour into the milk powder and stir, pressing the spoon against the sides of the bowl, until the mixture forms a smooth paste and is entirely free from lumps. Add the flavouring and mix well. On no account use until perfectly smooth, otherwise the effect will not be even. When ready, apply to the cake in the same way as the white icing and smooth with a knife dipped in hot water.



COOKERY NOTES are published by the MARGARINE COOKERY SERVICE, Unilever House, London, E.C.4, to help solve your war-time cookery problems.

William H. McClure

Workington Star & Harrington Guardian Oct 13th 1916

In loving memory of William Henry McClure AB of HMS Agamemnon who died in hospital at Malta on Sept 23rd 1916, the dearly beloved youngest son of James and Mary McClure of Shore Hill, Harrington, aged 28 years "Oh for the touch of a remembered hand".

News has been received to the effect that W. H. McClure has died in hospital in Malta, but no particulars are to hand at present. The deceased, a fine young man 28 years old and single, lived with his parents at 3 Shore Hill Harrington and was very popular in the district. Two other brothers are in the navy, one of them being Lieut. McClure who won his way to a commission.



**Workington Star & Harrington Guardian
14th Sept 1917**

In affectionate remembrance of my brother
William H. McClure AB age 28 years who
died in hospital at Malta Sept 23rd 1916.

"Until the day breaks"

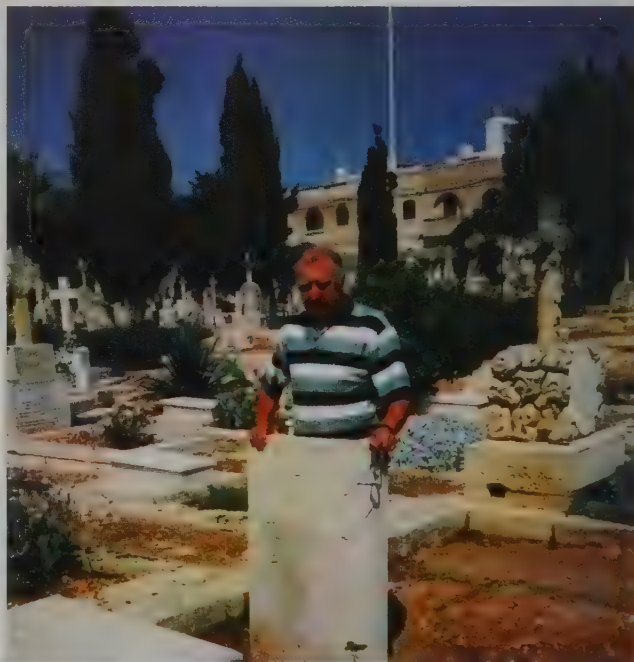
Inserted by his loving brother Jim,
HM Australia destroyer "TORREUS"

Able Seaman McClure 232410 is buried in plot 326 in the cemetery a mile south-east of Rinella, a bay and hamlet opposite Valetta across the mouth of the Grand Harbour and on the outskirts of the village of Kalkara.

**Cemetery Malta (Capuccina)
Naval Cemetery, Malta.**

Just before entering Kalkara on the main bus route, the cemetery is signposted along the road "Trig Santa Liberta" to the street of "Trig Santa Rokku" where the cemetery is located.

A bus service runs in the vicinity of the cemetery.



Billy Watson's Lonning

For more than 200 years residents of Harrington have taken a walk along what is called Billy Watson's Lonning, the track which links Lime Road with the old hamlet at Grayson Green.



On a sunny summer's day it has been a very pleasant place to walk for families and young couples although it is often muddy and wet in winter. Why this country track became known as Billy Watson's Lonning is really a mystery. Billy must have either lived nearby or frequented it continually so that not a day passed but he was seen on it.

By the late 1700s the lane was so named by local inhabitants and written about in the dialect poem of the same name by Dr. Alexander Craig Gibson who was born and brought up in Harrington. His poem describes many places to roam in Harrington; by the seashore, in the woods, along the country lanes or on the high brows overlooking the sea and the harbour. All these places were very pleasing for Dr. Gibson to imagine walking with a young lady by his side but the best place of all was Billy Watson's Lonning.

It has often been assumed that Billy must have been a farm labourer and lived at one of the farms at Midtown or Stockhill but there is no evidence of this. There is no record of him in the parish registers of marriage although his name is recorded in the Poor Rate administration accounts 1819 – 1828. However searches in the account book of the Poor Rate administrators for Workington parish which included Harrington and the baptism records of Lorton parish reveal a little of Billy Watson's life.

8th October 1754 William Watson son of Thomas Watson was baptised at Lorton

July 1819 William Watson aged 65 of Harrington is lame and lives near H. Hodgson, granted arrears or poor relief by the Poor Rate guardians for Workington Parish.

July 1821 William Watson born in Lorton granted 1/6d per week for poor relief.

1823 William Watson ordered to Whitehaven workhouse.

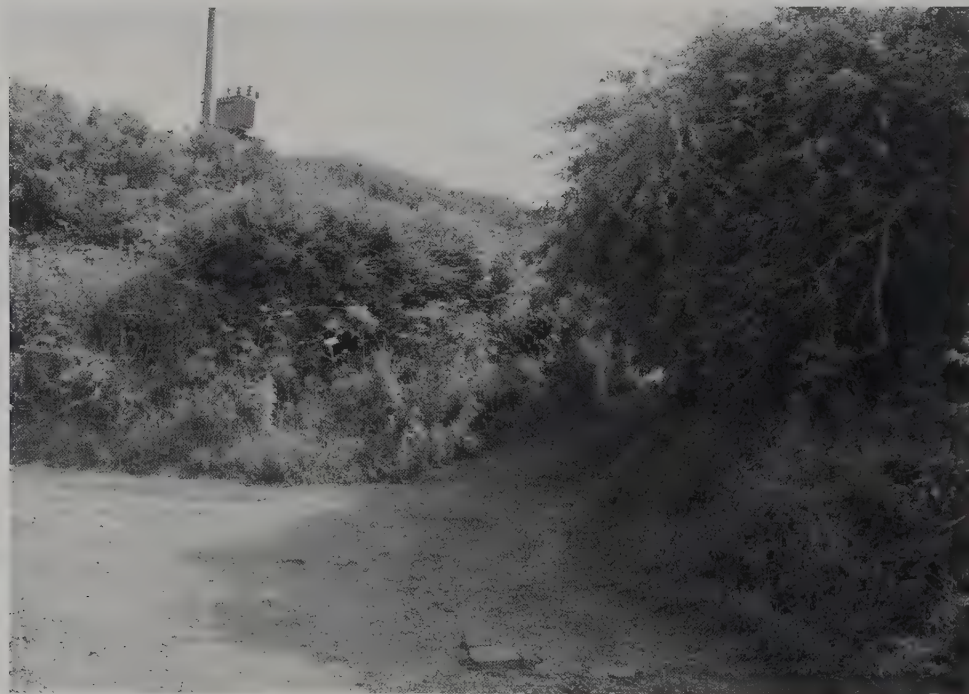
1828 still at the workhouse and granted the usual 1/6d per week.

17th June 1830 William Watson age 75 of the Harbour Harrington, record of burial at Harrington recorded in the Copeland 44 parishes burial list.

So where did Billy Watson live and spend his working life? Records show two extended families named Hodgson in the area at the time. There were Hodgsons living at the harbour and Hodgsons living on farms at Stockshill. The latter is very near Billy Watson's Lonning if he was a farm labourer ; or did he live and work at the harbour and enjoy walking up the hills to the country lonning? Census records of the time show Hodgsons living at the harbour who were mariners, coalminers, painters and rope makers. Any one of them could have had an outbuilding to house Billy.



Billy Watson's Lonning around the turn of the century



The same corner of Billy Watson's Lonning today

Billy Watson and the Workhouses

How to give help to those persons with no means to support themselves has always been a problem down the ages. In 1782 Gilbert's Act allowed outdoor relief to be provided without people having to go into a workhouse. Parishes were encouraged to group together into Unions with Boards of Guardians to administer poor relief. Money could be given not only to the unemployed but also to poorly paid workers. The overseers and guardians could help with money from the Poor Rate. Soon bosses and workers realised this situation could be manipulated.

In 1819 Select Vestries were instituted with a set number of parish ratepayers being appointed annually to help the overseers and guardians make decisions on who would be helped. This was the first year in which Billy Watson's name appeared in the account book for Poor Rate administrators for Workington Parish which included Harrington. From 1795 Harrington Parish had sent their poor to Workington workhouse which was described in a report of 1797; Built at a cost of £1,600 half a mile westward from the town.

The poor of this parish are chiefly supported on a large and commodious Workhouse, which can take 150 persons. It is placed a little out of the town on an open, healthy situation and was opened on the 28th October 1793. The effect on the rates has been a saving of over £252 yearly. Every possible attention is paid to the poor, and such as have need of parochial assistance are comfortably and amply provided for, but a Workhouse, with all it's comforts, is not attractive, and perhaps this is the principal cause of it's being highly beneficial.

Whether Billy Watson was sent to Workington Workhouse in the early 1829's is not clear from vestry records, although in 1824 the guardians were told they must pay £10 per year for rooms in the workhouse and not to send more than 20 paupers at any time. Also to pay 1/9d per head per week for the coal, food, soap, candles and washing. Beds, bedsteads, clothes and bedding must be sent for the poor and the surgeon is to be paid if necessary. These instructions were signed by John Curwen, the Rector. After that the Harrington Vestry decided to send their poor to Whitehaven Workhouse which is where Billy Watson stayed until his death.

In 1832 a Royal Commission was appointed to look into the whole question of poor relief which resulted in further reform of the system. All outdoor relief to be done away with; all persons needing poor relief must go to the workhouse. Parish and vestry responsibility ceased. Unions were again formed but only to provide help to inmates of workhouses. This continued until 1929.



Workington Workhouse which later became Ellerbeck Fever Hospital in 1888

Billy Watson's Lonning - The Poem

by Dr. Alexander Craig Gibson

O for Billy Watson's lonnin' of a lownd summer neeght!
When t'stars come few an' flaytely efter weerin' oot day-leeght
When t'black-kite blossom shews itsel' hafe-seen gliffs o' grey
An't honey-suckle scentit mair nor iver it is i' t'day
An' nut a shadow, shap' or soond, or seeght, or sign 'at tells
'At owte 'ats which comes santerin' theer but you, yer oan two sel's
Ther' cannot be anudder spot so private an' so sweet,
As Billy Watson's lonnin' of a lownd summer neeght!

T'Hemppgarth Broo's a cheersome place where t' whins bloom full o' flooar –
Green Hecklebank turns greener when it's watter't wid a shooar –
There's bonnie neuks about Beckside, Stocks-hill, an' Greystone Green –
High Woker Broo gi'es sec a view as isn't offen seen –
It's glorious doon ont' Sandy-beds when t' sun's just gan to set –
An't' Clay-Dubs isn't far aslew when t'wedder isn't wet;
But nin was mead o' purpose theer a bonnie lass to meet
Like Billy Watson's lonnin' of a lownd summer neeght!

Yan likes to trail ow'r t' Sealand-fields an' wait for t' comin' tide,
Or slare whoar t' Green hes t' Ropery an' t' Shore of ayder side –
T' Weddriggs road's a lal-used road, an reeght for coortin toke -
A' Lowca lonnin''s reeght for them 'at like a langsome woke –
Yan's reeght aneuf up t' Lime-road or t' Waggon-way or t' Ghyll,
An' reeght for ram'lin's Cunning-wood or Scattermascot hill
Ther's many spots 'ats reeght aneuf, but nin o' ways so reeght
As Billy Watson's lonnin' of a lownd summer neeght!

Sec thowtes as thur com'thick lang sen to yan a lonterin' lad,
Wid varra lal to brag on but a sperrit niver sad,
When he went strowling far an' free about his seaside heam,
An' stamp't a mark upon his heart of ivery frind-like neam; -
A mark 'at seems as time drees on to deepen mair an' mair -
A mark 'at ola's breeghens meast i' t'gloom o' comin' care;
But nowte upon his heart has left a mark 'at hods so breeght
As Billy Watson's lonnin' of a lownd summer neeght!

Oor young days may'd be wastet days, but dar their mem'ry's dear!
And what wad yan not part wid noo agean to hev them here?
Whativer troubles fash't us than, though nayder leet nor few.
They niver fash't us hafe so lang as less ans fash us noo;
If want o' thowte brong bodderment, it pass't for want o' luck,
An' what cared we for Fortun's bats hooiver feurce she struck?
It mud be t' time o' life 'at mead oor happiness complete
I' Billy Watson's lonnin' of a lownd summer neeght!



- | | |
|----------------------------------|---------------------------------|
| 1. Billy Watson's Lonning | 9. Clay Dubs |
| 2. Hempgarth Broo (Brow) | 10. Sealand Fields |
| 3. Green Hecklebank | 11. Ropery |
| 4. Beckside | 12. Weddriggs (Wetheriggs) Eoad |
| 5. Stockshill | 13. Lowca Lonning |
| 6. Greystone (Grayson) Green | 14. Lime Road |
| 7. High Woker Broo (Walker Brow) | 15. Waggonway |
| 8. Sandybeds | 16. Cunning Wood |
| | 17. Scattermascot Hill |

The Nissen Hut at Crooklands



In the late 1940's a group of people met twice weekly in the garage of a bungalow on Main Road, High Harrington for a whist drive. The bungalow was owned by a Mr. and Mrs. Williamson. After many discussions it was felt there was a greater need for better premises to serve as a social centre in the area. Local opinion was canvassed for the feasibility of such a scheme. A committee was formed and all participating houses paid sixpence per week into a fund to start the ball rolling. A field day was run to raise funds. Miss Mossop, who lived in Kiln Green House generously donated a piece of land, by trust deed to the community. It was the end of a field behind Main Road, High Harrington. The remainder of the field was eventually sold and became Crooklands.



In the early 1950's an advertisement was spotted for the sale of a Nissen hut. The committee decided this would be the ideal building for the site. Several willing helpers drove to Scotland to dismantle the hut and bring it back to Harrington. Meanwhile more hardworkers prepared the foundations and the hut was erected. A small lean-to was added for a kitchen and toilet facilities. A stage was built in the main hut.

The centre proved to be very popular and was the main focus of the annual carnival. A strong drama group performed three plays a year. The hut was also used for two youth groups, a sewing class, beetle and whist drives and dancing. In time the carnival faded and some time later the stage was removed to increase floor space. The entrance was also enlarged to increase the kitchen and toilet area. The interior walls were wood panelled thanks to a £500 grant from BNFL.



After more than 60 years the little hut is still thriving. Thanks to grants, donations and diligent fund raising by a dedicated committee it is looking very smart inside and out. A new path, roof and a wall takes care of the outside. Inside the kitchen is looking modern with a new cooker and refrigerator. The main room has been tastefully decorated with the addition of colourful curtains and comfortable chairs.

It is the headquarters of the flourishing Ladies Circle who meet on Tuesday afternoons. They enjoy good speakers and demonstrations and a monthly luncheon club. There are also many outings. Several musical and supper evenings are held, which are always a sell-out. The hut is also used for dancing and Bingo.



Long may it last!

THOMAS CRELLIN

Died September 2nd, 1920.

Mr Thos. Crellin, head of the firm of Messrs T Crellin and Sons, grocers, etc., Harrington and Lowca, at the age of 68 years, passed away at his residence, Sea View, Lowca, Whitehaven, on the 2nd September, 1920, after a somewhat lengthy and painful illness.

He was a past president of the Workington Grocers' Association, and it was largely owing to his initiative that the successful Buyers' Union was formed in connection with the same Association. He was also for many years a most useful member of the Whitehaven Board of Guardians, and was a bosom friend of their late Chairman, Rev A. F. Curwen, Rector at Harrington. Many a poor person has had reason to revere his memory.

For a good number of years, also, he was a prominent member of the Harrington Urban District Council. His greatest public work, however, was in connection with the Primitive Methodist Society.

He was a popular preacher in the Workington Circuit for over 30 years, and it is understood that it was largely through his efforts that the present neat little church was erected at Lowca, and he latterly devoted most of his spare time to the good work carried on in that quarter. In fact, everything promoted in the best interests of the village had his heartiest support.

He was by popular choice selected to unveil the war memorial there about four months ago, and in the press report of those proceedings, the ceremony was referred to as being the most solemn and impressive ever witnessed in the village.

He was also a member of the Rechabite Friendly Society, and a Freemason.

He was born at Peel, Isle of Man, and resided at Dalton-in Furness 35 to 47 years ago, in which town he was a most acceptable lay preacher in connection with the congregational body, and was one of the leading officials for many years in the Mechanics' Friendly Society.

The remains were laid to rest in Moresby Churchyard on Monday, 6th, and the funeral was one of the largest ever witnessed in the district. Expressions of regret at the loss of a very real friend were heard on every hand, and no one ever better deserved the eulogiums which passed.

The principal mourners were:-The widow and Mr D. J. Crellin (brother), Messrs John Hoary, William, Alfred, Arthur and Tom Crellin (sons), Mrs J. Aitchison and Miss Mona Crellin (daughters), Misses A. and S. and Master F. Crellin (grand-children), Messrs A. R. Hill and J. Aitchison (sons-in-law). Mrs J. H , Mrs Allred, and Mrs Arthur Crellin (daughters-in-law), Messrs D. Thomas and G. Crellin (nephews), Mr J. Thomas (Millom), Mr A. Noel (Southport).

The bearers were Messrs A. and H. Bird, J. Hoodless and R. Timmins. Others present included Mr T. Cape, M.P., O.B.E.. Mr F. T. Hopkins (Parliamentary candidate, Bournemouth), Mr C. Dodds, J.P., Messrs C. W. Eaglesfield, Fielding, A. Holmes, W. B. Anderson, W. T. Metcalf, N. Dobson, R. Quayl, T. Quayle, Irving Graham, Lindsay, Smart, J. Broadbent, H. Rathery, J. Cowin, R. D. McCowan, J. Clark, Green, T. Dodds, Mr and Mrs G. Millar, Mr and Mrs Corris, and others.

Many beautiful wreaths were sent by relatives and friends, and by public and religious bodies.



U.S. President Awards Gold Medal to a Harrington Man

Captain J Ferry of Harrington was the master of the Allanshaw. The Allanshaw was a 1,589 ton iron sailing ship built in 1874 in Renfrew by William Simons and Company, originally for J.G. Potter and Company of Liverpool, but on the 26th November 1880 she was bought by the Nourse Line. She was a fast ship, often making the run between London and Sydney carrying immigrants and also transported Indian labourers to the colonies. The Nourse ships were run to high standards and the Indian passengers often arrived at their destinations in better health than when they left India.



On the 22nd February 1889 the Allanshaw was sailing off the coast of Newfoundland in a violent storm having left Philadelphia bound for Calcutta.

In spite of mountainous seas the Allanshaw's lookout spotted another ship in distress. Captain Ferry immediately ordered the ship to be headed to the aid of the stricken vessel. As they got closer they discovered that it was the Electric Light, an American three masted schooner. The ship was found to be disabled and already sinking with 12 feet of water in her hold.

Captain Ferry tried to get the Allanshaw alongside the sinking ship, but was thwarted by the height of the waves and the violence of the gale. He then asked for volunteers to man a lifeboat to attempt to reach the Electric Light and rescue her crew. The mate of the Allanshaw, Mr. Humphries, and six crewmen volunteered to make the attempt.

It took a struggle of seven hours in horrendous conditions for the Allanshaw's lifeboat to successfully recover the captain and eight crew of the Electric Light. As the last of the rescued men left the lifeboat it was dashed against the side of the Allanshaw and completely destroyed.

The American government was so grateful for the actions of the officers and crew of the Allanshaw, having put their lives in great peril in mountainous seas to rescue the captain and crew of the Electric Light, that Captain Ferry was awarded a gold medal by the American president and gold watches and chains, with suitable inscriptions, were presented to Captain Ferry, Mr. Humphries, the mate, and Mr. A Bannerman the third mate.

Harrington's Wooden Pier

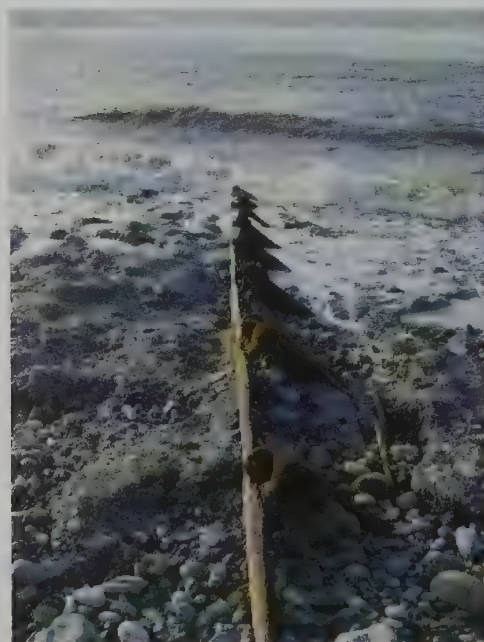


Note the railway line to the ironworks along the shore. This line passed between Williamson's shipyard and the sea, which meant that on launch days a section of line had to be lifted to facilitate the launch.

The lower picture shows the height of the pier. The stone pier can be seen in the background.

After the stormy weather of January 2007 the remains of the pier could be seen in two pictures.

The picture bottom left shows the remains of the south side of the pier and the bottom right-hand picture shows both sides, the remains of the north side can be seen on the right, at the base of the breakwater.



While Harrington's stone pier is well known, being still in existence, there was also a wooden pier to the south of it.

The wooden pier can be seen at the top of the picture on the left. The picture below is taken looking back to the harbour and the town from the end of the pier.

Westward Ho

By Mr. D. Williamson

Early in 1905 the Workington Star carried the following news item under the heading above:

‘We hear that Mr.R.Williamson. Ship’s carpenter, Brooklands, High Harrington, has booked his passage for America. Mr.Williamson has for many years been employed at the shipyard of Messrs. R.Williamson and Sons, Workington, but work has not been so good lately, and he has decided to try his fortune in the great Republic. Mr.Williamson will be missed in Harrington, where he has always been willing to take an active part in any good work. He is an office bearer at the Wesleyan Church, also a worker in the Band of Hope. The good wishes of all his numerous friends will go with him’.



Brooklands house in Beckside

I found the following diary in a copy of Wellcomes’ Photographic guide for 1904. I find it moving, but perhaps only because it was written by my grandfather.

Jan 24th 1905: Sailed from Alexandra dock, Liverpool in the Lake Manitoba, hauled into the river Mersey about noon. Raining and Foggy, dropped anchor in midstream to wait for the 1st and 2nd class passengers, did not know a single soul on board. Fell in with a Yorkshireman and his wife and little girl, had a conversation with them and found them very agreeable. Went down below and secured a bed, put one of my coats on it and that was a claim, then went on deck, had a walk about and then at 1:30 went below and had some dinner. Still raining, had a look round for my bag, but could not get it. Weighed anchor about 4:30, slowly dropped down the river. Came on very foggy, had to drop anchor again, 6:00 pm had tea. Enjoyed my meals. Walked about the deck, had a good look round, got talking with the carpenter who was standing by the anchor. 1st lifted the anchor about 9:30 and made a real start for Canada at 10pm.

Went to bed and slept sound until 5:30, laid on till 6am and then began to rise, dress and had a good wash. Went on deck, had a look round and then had breakfast. The young man from London who slept next to me was still fast asleep, shook him up and told him to get up, but he had slept on and lost his breakfast and I had to give him some of the crackers that I had in my pocket.

Went on deck, had a look round, a few sick cases but fine weather and everybody seemed to be enjoying themselves. About 11 am had to present tickets, got dinner about 2 pm, ready for it – went on deck, had a look at the old head of Kingsale.

Some of the passengers had a tug of war, some skipping, some quouting, some reading and some went below to have a rest. Got tea at 6 pm, passed two liners, all lights burning. Some good singing, S.S. Arry and some others were dancing. Went below 10 pm, had a good sleep.



The Williamson Family

Jan 26th Rose at 6 am, washed and went on deck. Breakfast 8 am, went on deck. Some good games and dancing (*Here there is a break in the diary. The next entry reads*)

Sat Feb 4th Arrived at St. John (New Brunswick). 7 am in the bay. Came to anchor. Had pilot at 5 am. Breakfast at 7:30, had all packed, got alongside wharf at 9, off boat at 10. Into the Customs and Emigration building and portments examined. Had to wait for large luggage, got one bag at 4 pm, waited until 6 for the other, then decided to go to St. John for something to eat for the train journey. Went across the Ferry, posted letters, got a pair of overshoes and some food for journey. Lost one of my woollen gloves – came back to Emigration buildings, waited until 10:30 pm before I got my other chest, then put the two together, had them labelled. Then made enquiries for train. Fell in with a joiner with whom I had made friends on board S. Ship. Got orders to move out for train, made a start for train, told we would have to wait two hours. Went alongside train, saw the conductor – told to jump up.

In the meantime my mate had gone into the building for a young woman he had been taking care of. Whilst he was up I was making enquiries about him. Saw another officer, told me to get on board with my misses, went back for my bag, ran upstairs and those who were in had not to come out until the next train was ready. I saw my mate, shouted through the door “come on the misses is waiting for you”. He had no Mrs.- he was like me. We both had plenty to eat and he had plate, tin, knife and fork and tin opener. We were put into the first carriage, part of which was the store room where the guard stopped. We pulled the seats together and made ourselves comfortable for the night.



Mr Williamson at Harrington Reservoir

Started at midnight, then making ready myself when bang – was thrown against the other seat. Something was wrong - found I was alright myself and then I heard women and children shouting and all was confusion for a short time, but put on my coat and found out that no-one was seriously hurt. I was in the first carriage for passengers, but a luggage car was between us and the engine. The engine had run into a luggage train. The fore end of our carriage was all smashed. The carriage was about – feet long and we were in the last compartment and we were all right, thank God for his merciful deliverance.

Then had a wash while my mate was boiling water in his tin, got the table fixed and made ready for breakfast. Had a tin of salmon between us and a good cup of tea. Had a good breakfast. Now it just happened right abreast of the Stationmaster's house. There was a young man had his eye badly cut away down at the far end of the train. The place where it happened is called the State of Maine. The place and country is all covered with snow, but it is beautiful all around, nothing but woods. I have had a walk up into the township as they call it, just a few small huts and a nice little schoolhouse on the top of the hill. We are just alongside the platform. They call the place Eaton, State of Maine. Now we are waiting for the relief train.

Freight Car – Length 34ft 5ins, Width 8ft 2ins, Height 7ft 2ins, Carries 6000 lb.

11am Sun. They will just be coming out of Sunday School at home. 2:30, Brought a new car up and we were moved into it and were told that we would get some supper at a place call Brampton and then found out that we would have to pay for it so decided to use our own. Travelled all night, snowing all the time. Arrived at Montreal at 8:30 am, had a short walk down st. Snowing all the time. Had a cup of tea and got some cakes and then back to station. Left for Toronto at 11:30.

Here the diary stops. My grandfather was not a second Samuel Pepys and seems to have written mainly to help fill time on wearying journeys. I know he was lodging in Woodstock, Ontario. The intention was that when he was established the family would follow him to Canada, but things do not seem to have turned out as well as hoped. Perhaps also he heard that the employment situation at Harrington had improved. After a gap of 14 months the diary continues as follows.

April 13th 1906. Left Woodstock 6 am. First station Drumbo. Second Ayr, a pretty little town, but not on sheet of water like the old Ayr on Scotland. Left Collingwood May 17th 1906 11 am. Passing through beautiful country – bright sunshine. Fare to Quebec \$40. Sailed from Quebec May 19th at 4 pm. First day's record 344 miles.

There are no more entries, There is a pressed maple leaf between pages of the diary. My grandfather, like others at the time, left school at an early age (12, I think). He was fortunate enough to be apprenticed at Harrington Shipyard when 14 years old. Later he served on two voyages in sailing ships (as ship's carpenter), one to San Francisco and one to Australia.



Mary Williamson, Jane Rodgers and Clare Williamson

He was born in 1859 at Harrington Harbour, one of a family of 15, three of whom died before they were three years old. Though better off than many, he can never have earned a big wage and cannot have inherited very much. Nevertheless when he died aged 81 years he was the owner of a large house. Perhaps the teachings of the Wesleyan Chapel and Band of Hope had something to do with it. Alcohol and gambling were strongly disapproved of, as also was debt, including hire purchase. Saving for a rainy day was encouraged. He brought up 5 children of his own and had living with him at Brooklands his mother and sister, who had lost her husband at sea, together with her two children.

The proper study of Mankind is man (Alexander Pope)

Photographs Taken at Brooklands



The Rogers Family - relatives of the Williamsons



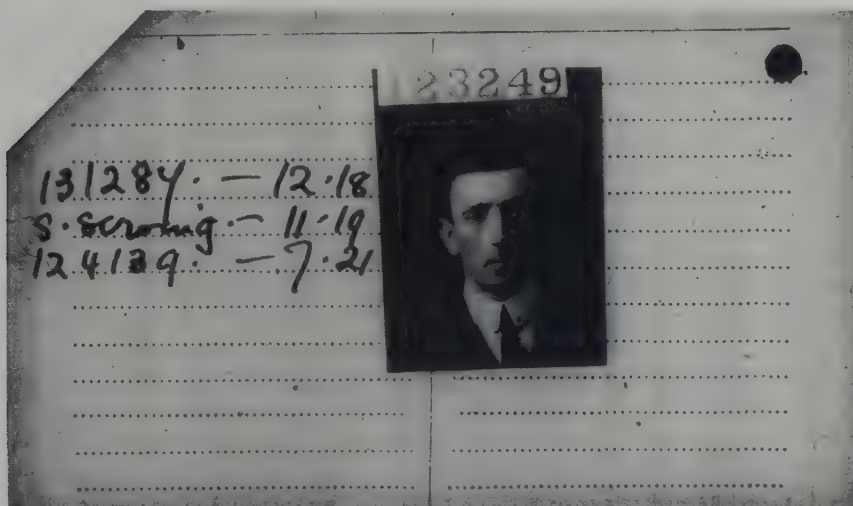
Robert Barnes Scarrow

The story of Robert Barnes Scarrow is reproduced here by permission of Neil Scarrow. For the in-depth story of Robert Scarrow and the the other Master Mariners of the Scarrow family, plus other items of local interest, see Neil's website at www.cumberlandscarrow.co.uk

Robert Barnes was born in 1883 in Harrington to George Scarrow, grocer, and Martha Dixon. Robert had an elder sister Anne Barnes, and three younger sisters Agnes Glaister, Jane and Martha Dixon.

During his childhood, and certainly in 1897, Robert was a member of Uncle Sam's Excelsior Band of Boys and Girls in West Cumberland. At this time he was living at 13 Quay Street, Harrington.

Robert was also a keen cricketer, and played for Harrington against Richmond in 1903.



These pictures show both sides of Robert Scarrow's seaman's ticket

C.M. 10. No. of Identity Certificate. **123249**
 B.N.B. Region **Northumb** Regional No. **411106**
 Surname **Scarrow**
 Christian Name **Robert Barnes**
 Rating **2nd Eng** B.N.B. No. **123249**
 No. and Grade of B/T Certificate **1st 46230**
 Date and Place of Birth **Dec 29 1883 Harrington, Cumberland**
 Nationality **Brit** Father **Belt**
 Height..... Colour Hair..... Eyes.....
 Tattoo Marks.....
 Dis. A No. **384254** N.H. Insurance No.....
 Name and Address of Next of Kin.....
 PRINTED BY 22147-22 1000 8/13. AT P. 4001

Between 1909 and 1921, there is a gap in the shipping records, which will only be filled by a visit to Canada. In August 1917, Robert married Belle Davidson in Harrington.

A year later they had a son, George Davidson, born around June 1918. The family were by this time living in Lingfield House on Church Road in Harrington.

Robert worked as Chief Engineer on the steamer Songster in 1925, and all his subsequent posting were in this rank. Between 1925 and 1939, Robert literally went all over the world.

OFFICE DUPLICATE.



*By The Lords of the Committee of Privy
Council for Trade.*

Certificate of Competency

FIRST CLASS ENGINEER.

To Robert Barnes Scarrow.

*Whereas it has been reported to us that you have been found duly
qualified to fulfil the duties of First Class Engineer in the Merchant Service,
we do hereby, in pursuance of the Merchant Shipping Act, 1894, grant
you this Certificate of Competency.*

By Order of the Board of Trade,

this 24th day of April 1909

Countersigned, Henry A. Moulton
Registrar General

M. J. Knell

One of the
Asst. Secretaries
to the
Board of Trade.

Registered at the Office of the Registrar General of Shipping and Seamen

It was in 1905 when Robert first went to sea as the Fifth Engineer aboard the steamer Statesman. Over the next three years, on Statesman, Robert made regular trips between Liverpool or London, and Calcutta. Each round trip would take about three months, with anywhere between one and six weeks on shore.

By 1906, Robert had been made up to Fourth Engineer. In 1907, Robert obtained his first maritime qualification - that of Engineer Certificate of Competency, Second Class. By 1908, Robert was working as Third Engineer on the steamer Patrician, and by 1909 he had obtained his Engineer Certificate of Competency, First Class.

Robert was by now living in Christian Street, Harrington, with his parents.

Robert's wife, Belle died on 11th May 1936.

Despite World War 2, Robert continued in the Merchant Navy, and transferred to the steamer Scientist in late 1939.



The Scientist

Robert Scarrow was Chief Engineer on SS Scientist when it was engaged by the German raider KMS Atlantis. The Atlantis was originally the freighter Goldenfels of the Hansa Line and built in 1937 by Bremer Vulkan. Atlantis was hastily refitted and commissioned as a raider in 1939 and assigned to captain Bernhard Rogge. The Atlantis set out on 11 March 1940 to begin her 622 day long cruise, the longest of all the raiders.

Atlantis sank the Scientist, her first victim, on 3 May 1940 in the South Atlantic.



The Atlantis

The Scientist was carrying ore and jute when it met the Atlantis. The Germans raised their battleflag and displayed signal pennants stating, "Stop or I fire! Don't use your radio!" The 75 mm gun fired a warning shot. The British immediately began transmitting their alarm signal, "QQQ...QQQ...Unidentified merchantman has ordered me to stop," and the Germans began transmitting so as to jam the signals.

The Scientist turned to flee, and on the second salvo from Atlantis, flames exploded from the ship, followed by a cloud of dust and then white steam from the boilers. A British sailor was killed and the remaining 77 were taken as prisoners of war. After failing to sink the ship with demolition charges, the crew of Schiff 16 used their guns and a torpedo to finish off The Scientist.

Robert survived this, but subsequent events were not so kind. On 22 September 1940, Robert Scarrow drowned when the ship on which he was being held as a prisoner was torpedoed.

Harrington Brothers in Arms

Workington Star & Harrington Guardian
April 27th 1917

Mr. & Mrs B. Murphy of Henry Street Harrington have been officially informed that their son Private James Murphy 6596 Connaught Rangers, after being reported wounded and missing since March 11th 1916, died whilst a prisoner of war in Baghdad on April 15th 1916.

He was previously a member of the Workington Catholic Boys Brigade and before enlisting was an employee at the Rail Bank at Moss Bay.

Workington Star & Harrington Guardian
Sept 17th 1917

Military Medal for Harrington Soldier

Private B Murphy 45163, son of Mr. B. Murphy, Henry Street, Harrington has been awarded the Military Medal for gallant action in the field.

Private Murphy joined the Connaught Rangers in 1915 and has some interesting experiences. Hearty congratulations.

Établissement des Soeurs Dominicaines, De la Presentation a Bagdad.

DEAR MRS. MURPHY,

Your dear boy arrived to our hospital wounded in his left shoulder and chest. The bullet had passed through the top of the lung. He stayed with us a few weeks and during that time he often spoke to me of his Mother he dearly loved and of all his family. I was nursing him every day, dressing his wound myself for he used to say "please Sister Adolphe don't let them men do it they are so rough and rude."

We did all we could to try and save him, but it was God's will to give that brave man his reward, and you must be proud of your son dear lady; he has been a hero, and what is most consoling he was such a good catholic. Every day he would pray and you may be sure he did not forget you. As he was becoming weaker I spoke to him:—"If he would like to receive the last Sacraments." He was so pleased he at once prepared for his last confession, while I went to obtain permission for the Priest to come in the hospital. For the Cures did not refuse the Sisters; and at Easter, 1916, about 40 Roman Catholic British Soldiers received Holy Communion. It was the 4th of April that your dear boy with much piety received the last Sacraments, and he was quite conscious; after the priest had gone I stayed with him praying, then I gave him a little to drink holding his head on my arm. I asked if he had anything special to tell his Mother for he had given me your address. After a few minutes he smiled and with some effort he said, "tell my mother I am happy, I am not sorry to die." You are right I answered, you have done your duty both as a Christian and a good Soldier. I was called by the surgeon to help on an operation and when I came back he was very weak, I stayed with him to the last and with another sister rendered him the last duty. I took his number of tag and some of his hair, I would be so pleased to send it to you only I give all these articles and souvenirs to the authority, I am told that you may write to the Red Cross Wounded and Nursing Dept. Carlton House Terrace, London, S. W.

I have been this morning to the cemetery to pray on your dear boy's grave. He is there in the English cemetery and has now a nice marble stone over his grave with his name and regiment. This was done by the American Consul, (who died shortly after) before the British troops captured the town. The plant and the little stone I send you I took off his grave.

Now that you know how your son died I am certain you will dry your tears and think that in a very short time we shall be all together in heaven.

Receive dear lady my religious and sincere affection.

SISTER ADOLPHE.

The Sand Pits Behind Holme Crescent



The sand pits showing the rear of Church Road Terrace and St. Mary's church with its pre-1906 low tower. The railway line is heading over the bridge which lay across Main Road.



A Harrington Ironworks loco with the Furness Railway Co's wagon no. 712 loaded with sand standing on the Harrington & Lowca Light Railway. These pictures date from around 1900.



The bridge shown above is still in existence as seen in the modern-day photo of the sand pits' location as seen below.



Day Trips By Rail

No. 100

LONDON AND NORTH WESTERN RAILWAY.

EASTERN HOLIDAYS.

On Thursday, April 20th, 1906,
CHEAP EXCURSION TICKETS VALID ON RETURN TO
**DUMFRIES, GREENOCK,
Dumbarton, Balloch,
EDINBURGH, & GLASGOW**

FROM	Times of Starting.	Return Fares Third Class.			
		To Dumfries.		Edinburgh, Glasgow, Greenock, Dumbarton, and Balloch.	
		1st & 2nd Class.	1st Class.	1st Class.	2nd Class.
Whitehaven	8.10.	1.10.			
Parton	6.20.	1.10.	5s	8-	8-
Harrington	6.25.	1.10.	5s	8-	12-
Workington	6.32.	1.22.	5-	7-	8-
Workington	6.34.	1.24.	5-	7-	12-
Marquardt & Co.		1.45.	5-	7-	12-

Children: above three and under twelve years of age, half fares.

NOTE: Holders of Tickets to Glasgow, Dumfries, Dumbarton, and Balloch, may proceed to Edinburgh and back to the journey at the place both before and after a return ticket there. The money returned on the return ticket will be paid to the holder by the railway company. The money returned on the return ticket will be paid to the holder by the railway company. The money returned on the return ticket will be paid to the holder by the railway company.

NOTICE OF RETURN:

FROM	Saturday or Monday, April 22 or 24. or Thursday, April 27.
Edinburgh (Princes Street)	7.10.
Glasgow (Central)	7.10.
Greenock (Chelmsford)	7.10.
Balloch (Chelmsford)	7.10.
Dumbarton (Chelmsford)	7.10.
Dumfries (G.W. via Carlisle)	7.10.

Tickets not transferable and available only by the trains named on this Bill.

Personal Luggage allowed free at least one per passenger. Luggage should be fully addressed with name and destination of passenger.

Excess baggage is only to be taken from the station at the discretion of the Railway Company, and any baggage so taken will be charged at the rate of 1s. per cwt. per mile, and will be subject to the charges of the Railway Company.

For information as to the rates of the Railway Company, and the charges of the Railway Company, see the Railway Company's regulations, and the Railway Company's regulations.

For information as to the rates of the Railway Company, and the charges of the Railway Company, see the Railway Company's regulations, and the Railway Company's regulations.

BY ORDER.

General Manager, London and North Western Railway.

LONDON & NORTH WESTERN RAILWAY

ON GOOD FRIDAY, APRIL 21,

ON EASTER MONDAY, APRIL 24, 1905,

A CHEAP EXCURSION TRAIN

WILL BE RUN AS UNDER TO

KESWICK

FROM	Times of Starting Each Day	RETURN FARES—ONE CLASS. Available for return on day of issue only.	
		To KESWICK.	Return.
WHITEHAVEN	8 10	2	3
Carnegie	8 20		
Blackburn	8 27		
Wharfedale	8 35	2	0
Wetherington Bridge	9 00		
Garsdale	9 15	1	9
Rugby	9 22		
KESWICK	10 5		

The Return Train will leave KESWICK at 7.0 p.m. each day.

Children under 3 years of Age free, above 2 and under 12 Half-fares.

Tickets not Transferable and Only available by Trains named on this Bill.

Tickets available for the day of issue only. No Luggage allowed.

Excursion Tickets are only available, save from the Stations named upon them, and may be issued only on the condition that the holder will accept of the terms printed on the back of the ticket, and will take the Transport as directed on the Railway Pass.

The Company and its Agents do not undertake to provide for the comfort or convenience of passengers referred to in the name of the Company, and the conditions of the respective Companies and Regulations on whose Railways, London, or elsewhere, such Tickets are available.

For information as to Excursion Trains and arrangements on the L. & N.W. Railway, apply to Mr. L. D. PRICE, District Traffic Superintendent, Carlisle Station, Cumberland.

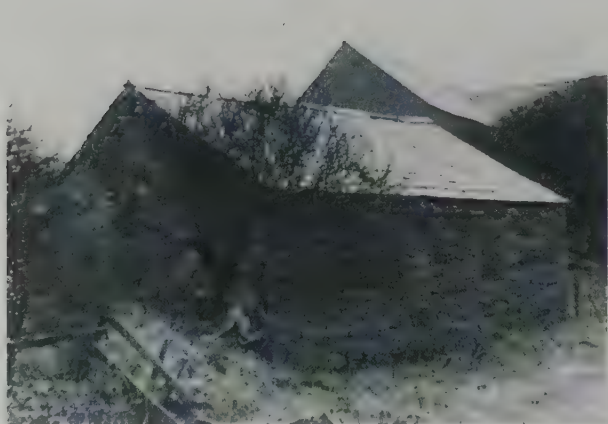
General Ticket Enquirer: FREDERICK HARRISON, General Manager,
177, Fleet Street, E.C. 4.

Macclesfield & Co., Ltd.,

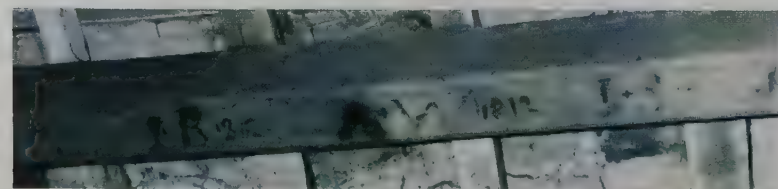
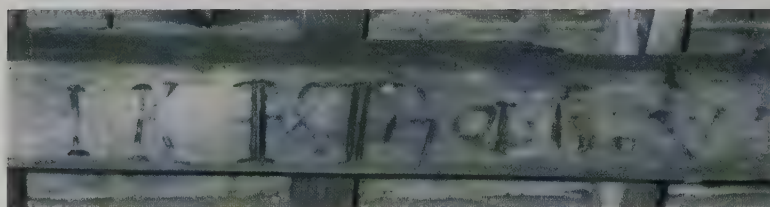
Printed and Published by Wm. G. Smith, 140, Newgate Street, London, E.C. 4.

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The Old School in High Harrington



This is the original Harrington school which was situated near to Hall Green farm, behind where "Little Croft" now stands. The building was later used by the farm as a "Tatie House" (i.e. to store potatoes).



Before the harbour and what is now Harrington was built, the village of Harrington was situated in the area round the bottom of Stocks Hill, Beckside and the lower part of what is now High Harrington. Hence the location of the village school.

The beams in the school were covered with the engraved initials of the pupils dating from around 1785 to 1815.

The school had an open fire and when the pupils were left alone by the teacher they would take the poker out of the fire, climb onto a desk and burn their initials, and in some cases their names, into the beams.

The school was demolished but fortunately the building and the beams were photographed before the building was destroyed.

John W. Monkhouse D.C.M.

Workington Star and Harrington Guardian 4th May 1945

Gallantry in the Field Harrington Corporal Awarded the D.C.M.

Mrs M. Monkhouse residing at Barncroft Avenue, Seaton has received word that her husband Corporal Jack Monkhouse has been awarded the D.C.M. for gallantry in the field. He is the 4th son of Mrs and the late Mr William Monkhouse, Harrington and has been serving with the B.L.S. since D. Day. He is one of 4 brothers serving in the forces.

Workington Star and Harrington Guardian 11th May 1945

Cleaned out Machine Gun Nest Harrington Corporal Awarded the D.C.M.

"What is the joke! Stop pulling my leg" said Corporal John W. Monkhouse after the officer in charge had patted him on the back and offered his hand for a cordial shake. "You have been awarded the D.C.M." he said.

Writing home, Corporal Monkhouse said he could hardly believe it, but he had to go to headquarters and there the award was confirmed. "My arm ached with congratulations from Privates to Officers". The distinction, it appears, was gained for conspicuous bravery and devotion to duty while clearing out a German Machine Gun nest. Corporal Monkhouse, who is 24, has been in the forces for over three years. He went overseas on D. Day.

His three other brothers are also serving in the Forces. George in Germany, Fred in England and Norman, a petty officer, is on the high seas. Corporal Monkhouse is the 4th son of Mrs and the late William Monkhouse of 45 Primrose Crescent, Harrington. His wife is the daughter of Mr and Mrs John Holliday, Barncroft Avenue, Seaton and lives at Seaton. They have a little daughter. Before joining up Corporal Monkhouse was employed by Messrs. Thomas Armstrong and Co., contractors of Workington and Cockermouth, as a bricklayer.



Jack Monkhouse passed away on the
3rd October 2006 aged 84



George Paisley

George Paisley was the uncle of Jack Monkhouse (see previous page). George was born and lived in Harrington.

He enlisted at Carlisle in the 6th Battalion of the Border Regiment and was killed in action in Mesopotamia on the 5th of December 1916.

Workington Star and Harrington Guardian 19th January 1917

The following letters have been received by Mr. and Mrs. Paisley of Christian Street, Harrington, relative to the death of their son George who was killed in Mesopotamia on December 5th.

The Rev. Ormonde Birch, Chaplin, writes:

Dear Mrs Paisley,

I will tell you what I can of the death of your son George. He was on the parapet fixing the entanglements and otherwise safeguarding the position when he was shot through the head and killed instantly. The body was rescued by his comrades and I buried him behind the trenches at SANNIYAT TYRIS RIVER next day, Dec 6th.

*He was a big fine fellow and a favourite with his comrades, It will help you to know that he had no suffering and with God we must leave him.
Deepest sympathy in your grief for your son.*

H. Thompson of the same regiment whose wife resides at the Crossings, Moss Bay, writes:

Dear Mr. and Mrs. Paisley,

It is with deep regret that I write to inform you of the death of your son George. He was hit in the head by a sniper's bullet on Dec 5th. He was at once attended to but it was too late, his death was instantaneous. He suffered no pain whatever.

*He was buried today behind the lines of the British Cemetery. The Church of England read the burial service as we laid him to rest in his last resting place. We deeply deplore the loss of your son who has done such good service and been such a good comrade.
We tender you our deepest sympathy on your bereavement.*

Harrington Sports Teams



HARRINGTON RISING STAR A. F. C. - 1910.

Back row (standing) :-

John McCord, Tommy Gilmour, David Banks, John McDonald, Dick Phillips, John Simpson, John Higgins.

Centre :- George Paisley, Jimmie Mitchell, Teddie Morris.

Front (seated) :-

Charlie Fearon, Hughie Cottier, Eddie Dickinson, John Lancaster, Joe Paisley.



Harrington Hockey Team about 1913

Standing -

James Waugh, John Y. Williamson, Arthur Davidson, John (Jack) Knowles, Isaac Linton

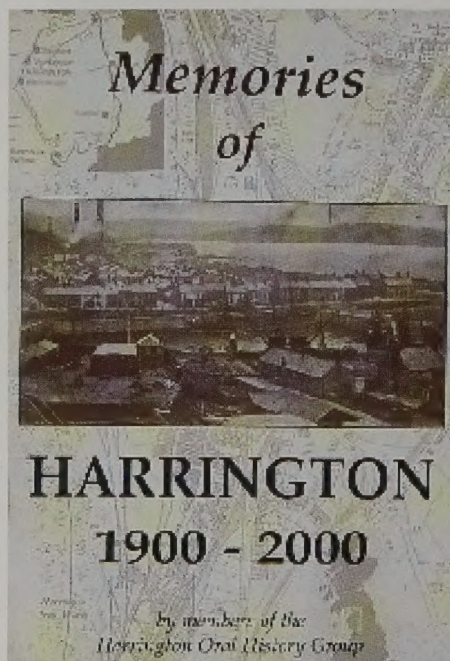
Middle Row -

Ernest Davidson, Herbert Wilkinson, John Bushby

Front Row -

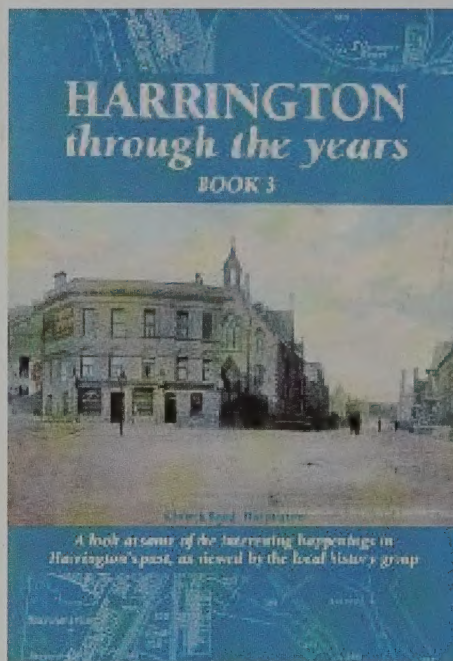
Daniel Bray, William Hope, Alfred Millican

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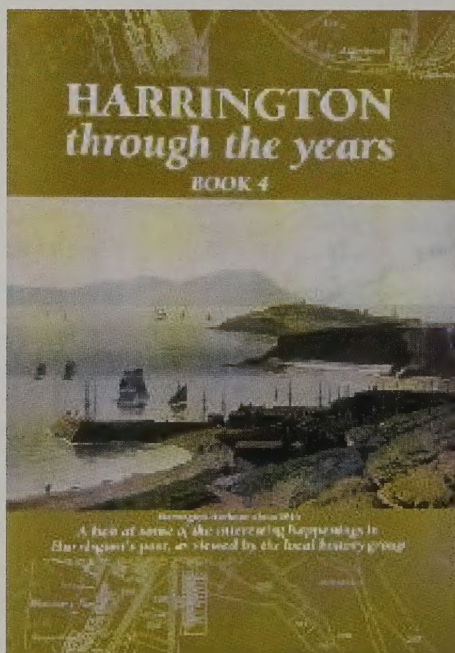


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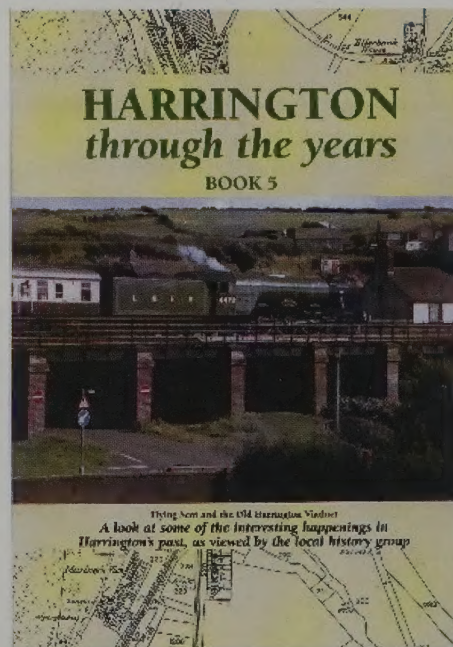
Book 2 is now out of stock.



Book 3



Book 4



Book 5

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Harrington Harbour



Harrington Mill

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